

**Special Feature This Issue**  
"Big Boat Expose" - "Jack on the Beach"  
"Joe's Pretty Good Boats" - "Lovely Liz"

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# messing about in **BOATS**

Volume 19 - Number 3

June 15, 2001



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# messing about in BOATS

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June 15, 2001



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## Commentary...

Bob Hicks, Editor



Well, thanks to a copy of an internet website sales promo sent to me by a friend, I have acquired a new insight into the topic of sharing our public waters with others who may not behave just as we might wish them to, current standard bearers of this dubious distinction being the hated PWCs, "jetskis" if one uses the more popular term for these unpopular (with us) folk.

My new insight reveals a suggested justification for this sort of behavior in a sales promo which explains the charms of a new and even more threatening form of PWC now coming onto a quiet early morning pond or lake near you just as you embark in your quiet paddling/rowing craft to enjoy nature and her inhabitants in undisturbed peace. The message is, "Go ahead...develop an attitude!" Read on: "SOLO. It no longer takes two to tango.

Imagine this...the morning is perfect; an incredible sunrise, peaceful, no breeze, not even a ripple...pure glass! If you hurry, you'll be the only one on the lake, at least for a while. You're ready to hit the water and then it happens! Your driver and spotter are late, or worse yet, they don't show. How many times have you been there ready, eager and certainly willing, but somehow 6am just turned out to be too early for everyone else?

Go ahead... develop an attitude. You've worked hard all week. You deserve this and no one is going to spoil it for you because now you've got SOLO. Imagine, your own Personal Ski Machine ® that's ready when you are because now you're the driver and the spotter.

Developed by water skiers for water skiers, SOLO brings you the type of performance you'd expect from, well...not this! Whether you're cutting the glass with your favorite slalom ski or doing the ballet on that new wakeboard, SOLO will give you pull that's more than enough... even if you're a footer! SOLO let's you go it alone."

Now that we're all fired up with enthusiasm and feel an "attitude" developing within us, we go on to the details about this wonderful device:

"Ease of operation is the name of the game. All functions are electronically controlled by thumb positioning on the patented tow handle. Close your eyes. This can't be real! There just has to be a tournament boat in front of you. A powerful, extremely reliable, 95hp engine provides you that deception. It's EPA compliant through the year 2006. It's also quieter than most conventional 2 stroke engines. No whining allowed!

The kill switch is built right into the handle. When you drop the handle, the engine shuts down fast and brings your SOLO to a quick stop. An automatic "downed skier" flag pops up when the skier falls and quickly retracts when the engine is restarted.

So go ahead and leave the others at the beach. You have our permission. This is not your ordinary watercraft. SOLO. Go it alone."

Okay, how's your attitude after reading this? Perhaps it's not that which the SOLO folks anticipate? What struck me is not so much the intrusiveness of this latest motorized personal toy as the complete absence of any awareness of how intrusive it can be "cutting the glass" on the lake with 95hp at 6am, "no whining allowed" or not. This "attitude" is at the root of the conflicts between motorized and non-motorized people at play. Those who discover the marvels of power assisted playtoys just cannot see beyond their own self-centered fun to what impact they may be having on those who share the playground with them (see cartoon panel below).

In my Commentary in the February I issue I discussed how public officials entrusted with regulating waterborne recreation are heavily influenced by the motorized population that is the vast majority afloat, and that the solution to issues of our safety afloat and dismay with powered watercraft intrusiveness could become increasingly the confining of our innocuous activities to waters not desirable to those who choose power, "backwaters" in the worst sense of the word.

This latest power toy suggests that the "glass" of that early morning quiet on the lake will not be included in those places where we will be told to go play.

## Looking Ahead...

I should have a look at some small boats in "The Essex River Race"; a much bigger boat in "Freedom Comes to Salem"; and a bit of quasi-historic fooling around in "The Lewis H. Story on the Beach".

Dick Wagner will tell about the 1940s fishing vessel *Adeline* and his voyage in her in "The Inside Passage"; Jim Thayer continues on with Part 2 of his "Big Boat Expose"; and Richard Schneider recalls a pre-WWII youthful adventure in "A Seven Day Cruise in a Rowboat".

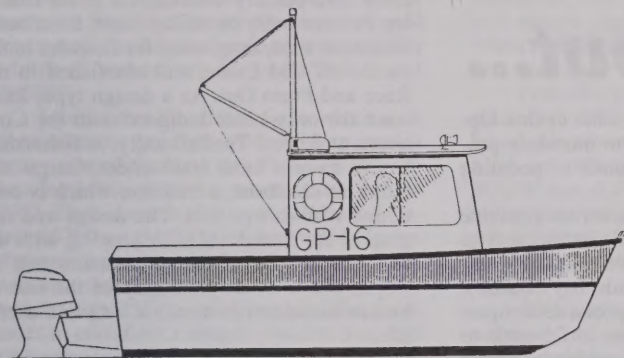
I catch up with boat builder Reuben Smith on the road to bring you his story in "The Rolling Boatshop"; Robb White concludes his series on "Small Boat Design"; and Phil Bolger & Friends present "Topaz Spyder".

Chuck Wilson speculates on an odd sail rig in "Whatzit?"; Brad Lytle discusses the merits of "A Masthead Float"; and Don Elliott soldiers on with Part 7 of "Capsize".

## On the Cover...

Myron Young finally got around to building his dreamboat, Ken Bassett's Liz, and she is a lovely one indeed. Myron tells us more about Liz in this issue.





## 2 GP-16s HITTING THE WATER

Yes, and eight more a'building. You can see one of them at website [www.hotkey.net.au/~robruce](http://www.hotkey.net.au/~robruce). Ten pages of construction details. 16' LOA, 7' beam, 5" draft. Sleeps 2, head, galley, 6'-6" cockpit aft and 4' cockpit forward. This "Jeep of the sea" even has a bow ramp for easy boarding. Plywood over straight frames. Easy as building a dog house! Designed by Ted Brewer and Jim Betts. Study plans \$2 (\$3 Canadian) cash only. Plans and instructions \$75. Perfect cruiser, scuba, fishing boat. 23 kts. with 45 hp or take it easy with 10 hp at 7.7 kts. Planes at 10 kts. Flat or V bottom (both on plans). **Jim Betts, PO Box 1309, Point Pleasant Beach, NJ 08742-1309.**

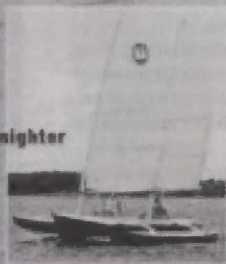
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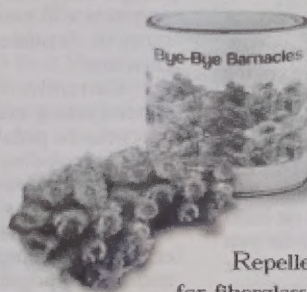
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# You write to us about...

## Activities & Events...

### Small Boat Celebration

Portland Yacht Services, organizers of the Maine Boatbuilders' Show in March, is hosting a Small Boat Celebration at our waterfront site at 58 Fore St. in Portland, Maine on Fathers' Day weekend, June 16 and 17. This is a celebration on land and sea of boats under 25'. Boat builders and dealers will have on hand sail, power, paddle and rowing craft for you to try out. Call us at (207) 775-4403 for more details.

Phin Sprague, Portland Yacht Services, Portland, ME

**Editor Comments:** This notice was received on May 14 one day before this June 15 issue went to press, so we could not bring it to your attention in an earlier issue.

### Independence Day Whaleboat Races, July 7 & 8, 2001

You are invited to enjoy a 150-year old New Bedford, Massachusetts tradition. Come watch the *Skylark*, the *Flying Fish* and the *Herman Melville*, replicas of the classic James Beetle designed whaleboat racing in New Bedford harbor.

Area employers sponsor teams open to all, no experience necessary. Five rowers and one coxswain comprise each team. The teams will race on Saturday in time trials and on Sunday in division finals.

Whaling City Rowing Club, 5 Dover St., New Bedford, MA 02740, (508) 997-4393

### 4th Annual Festival Of Oar, Paddle & Sail

The 4th Annual Festival of Oar, Paddle & Sail hosted by The Antique Boat Museum in Clayton, New York takes place on Saturday, July 14. The renaissance of non-octane boating events in recent years has made this annual festival an international success. The popularity of kayaks, windsurfers and other small craft has spawned an enthusiasm by spectators and participants.

You are invited to bring an historic rowing or sailing skiff, a new modern canoe, a windsurfer or the latest fiberglass kayak. Families are encouraged to participate. Children of all ages can build a boat using cardboard and tape and then launch it for an informal race. Very young sailors can assemble a seaworthy small ship and test it in a shallow pool. Vendors will be on site with an array of small craft for you to cruise. The public can view a kayak rolling demonstration or try a kayak or canoe or a turn of the century St. Lawrence River skiff. It will be a day to promote a "Love for the Peaceful River".

Call the Antique Boat Museum for additional details at (315) 686-4104.

### Water Cycling May Be Coming To An Event Near You

Test riding a water cycle this summer may be as easy as hopping in a boat and pedaling for some readers within travelling distance of events that will take place from Washington to Buffalo, and in Canada, Germany, and England. These will feature many professionally

designed and manufactured water cycles. Opportunity will exist at these to introduce prospective consumers to the thrill of pedaling on water.

Currently, 12 manufacturers produce water cycling craft in North America. The boats can be pedaled on practically any body of water including lakes, ponds, bays, oceans, and rivers, and require no special techniques to learn. Designs range from surf boards to catamarans to sleek displacement hull-type craft, and pedaling positions embrace both the traditional upright bicycle type and laid back recumbent style. Some are designed for two pedalers, while others accommodate passengers or camping gear. All share three common elements: They are pedaled like a bicycle, are healthy to operate, and don't adversely impact the environment.

Curtis Chambers of the Nauticraft Corporation, producer of the Escapade and Sprite watercycles says, "We invite everyone to attend a water cycling event near them and test ride as many boats as possible. The events are a lot of fun."

#### 2001 Water Cycling Events

Every Saturday this summer: Free demos, McNabb Bay, Lake Barkley in Western KY. Suncatcher is offering free water cycling craft, demos from 10am to 2pm. (800) 844-6067.

Every weekday evening and all day every weekend: Free Demos, Boston Harbor Marina, eight miles north of Olympia, WA. Pedalcraft, Inc. of Olympia, Washington is offering free demos of the Nauticraft Escapade. (360) 943-1975, <rlane@orcalink.com>

July 28-30: World HPB Championships, Spokefest, Leicester, England. <http://www.spokesfest.freemove.co.uk/>, <roger@spokesfest.freemove.co.uk>

July 28-29: Steve Shutt Memorial HydroBowl, Elkhart, IN. <JFreeEnt@AOL.com>

July 28-29: Buffalo HydroFest, Buffalo, NY. <Ron@HumanPoweredBoats.com>

August 16-19: Wisconsin Classic and 24 Hour Distance Race at Sparta WI. >Ron@HumanPoweredBoats.com>

September: HydroBowl at Rockford, IL. <BikeGuyBob@AOL.com>

For more information on watercycling, log onto the International Watercraft Association website, [www.watercycling.org](http://www.watercycling.org), or call RoDan Public Relations at (619) 692-1313.

## Projects...

### Building the Shadboat Brenda M.

Beginning in May, Seth Persson Boat Builders in Old Saybrook, Ct. are offering a series of one week hands-on boatbuilding programs, based around the construction of the Connecticut River shadboat *Brenda M*. Participants will join in on the construction of this vessel, learning the skills and use of tools required to fashion and assemble the pieces from keel to spars which will make up the *Brenda M*. All work on this project will be done under the guidance of Jon and Richard Persson.

Designed by Jon Persson, the *Brenda M* is representative of the shadboats (aka dragnet boats) commonly used in the late 19th to

early 20th century Connecticut River fisheries. Powered only by sail and oars, these boats fished for shad, dragnetted for flounder in the shoals off Old Lyme, and bluefished in the Race and Plum Gut. As a design type, these were the only boats indigenous to the Connecticut River. Traditionally, a fisherman would have a local boatbuilder design and build his shadboat, a tradition which is continued with this project. The design and rigging of the *Brenda M* is in keeping with the traditional style, while construction will be slightly modified (primarily in the use of bronze fasteners) to assure a long and useful life.

Once completed, the *Brenda M* will be used on the river as an educational tool. Both hands-on and demonstration programs will be organized to allow the methods of traditional fishing to be documented and experienced. A launching date of April 2002 has been targeted.

The schedule for participation in the *Brenda M*'s construction program is: June 25-29; July 9-13; August 13-17; September 17-21; October 22-26; November 26-30. Further sessions will be held in January through April 2002. The cost for a one week program is \$650 per person; if interest warrants, evening and weekend sessions will be added throughout the year, at a cost of \$16 per hour (per person).

Further information on the *Brenda M* and Seth Persson Boat Builders may be obtained at [www.perssonmfg.com](http://www.perssonmfg.com), or at (860) 388-2343.

Seth Persson Boat Builders, 18 Riverside Ave., Old Saybrook, CT 06475

### Starting Another

I'm looking forward to another year of just fun with small boats. I started building a small sailing skiff last October which I hope to launch this spring.

It is a 12' traditional skiff except for the 3/8" marine ply bottom. The strakes are 1" x 8" pine planed to 1/2", copper riveted, with oak frames, stem and transom. Seats are cedar on pine, all other fastenings are bronze.

Joseph Kosh, Millis, MA



## Opinions...

### A More Modest Boat Show

Yes, the nature of our boat shows seem to have changed, from the modest to the extravagant (and, boy, did you ever get blind-sided by all those expensive toys at the Maine Boatbuilders' Show! At least you were honest enough to admit it).

What to do about this alarming situation? Would MAIB think of soliciting interest in a boat show that is limited to exhibitors, design-

ers, builders, riggers and outfitters, whose wares are limited to boats whose cost would not exceed some agreed upon maximum? Say a limit of somewhere between \$2,000 and \$5,000?

I realize that the arithmetic on which such labor intensive products of the human hand is pretty compelling. First, there's the design with drawings that costs anywhere from \$15 to \$100. Then there is the material cost of between \$300 and \$1,000 plus the overhead costs of power, light, heat, tools and equipment and insurance that might be in the vicinity of \$300 per boat. Say it takes something like 80 or more hours to complete a simple wooden boat and a living wage for a family man requires at least \$20 per hour. Add to all this the cost of a motor or a sail with rigging and it's not hard to come up with a total of more than \$3,000. Even a sturdy rowboat probably totals about \$1,500, oars and all considered.

Sam Rabl, designer of such elegant small all purpose boats, must be turning over in his grave. Still, it's easy to see how difficult it must be to prosper as a boatbuilder at the low end of the market and hope for any kind of a decent living without finding a place in the high end market.

What about the person who is looking for a practical small boat that a parent can use to introduce children to the joys of handling a wooden boat in protected waters? This person may be someone who is not about to build such a boat but has to rely on another person who can. This is where a magazine like *MAIB* comes into the picture and makes a real contribution.

Still, there's no substitute for actually seeing and touching and trying out. That's why I think a boat show limited to those who work in the small boat industry under a certain cost ceiling might be performing a real service to people and families of limited means and appetite if the two, providers and buyers, could be brought together in one place at one time.

Dan Dick, Worcester, MA

**Editor Comments:** I am not undertaking to encourage this concept as I believe it cannot succeed, the costs of setting up and running a boat show are formidable. The best opportunities for tryouts of modest scale small boats are the owner/builder gatherings around the country, small craft meets and messabouts, that many of the clubs and organizations we list in our directory six times a year (January 1, March 1, May 1, July 1, September 1, November 1) offer. See "Small Boat Celebration" under "Activities & Events..."

#### About Our Two-Stroke Fact Sheet

I wish to respond to Howard VanLeuven's comments about our Two Stroke Fact Sheet in the May 1 issue on these pages.

Skippers for Clean Oregon Waters' (SCOW) real agenda is to promote sustainable boating practices.

Boaters who use two-stroke engines aren't "big polluters" individually, compared to a silicon chip plant or a paper mill, but collectively they make a huge impact on air and water quality. Just one boat with a large two-stroke engine used an average of 25 days yearly, consuming 6 gallons of gas and oil each day, would be responsible for spewing nearly 40 gallons of that fuel mix into our water.

Businesses of any kind are required to control and minimize their levels of annual

emissions, boaters aren't. Any normally operated marine engine is exempt from the Clean Water Act, the Clean Air Act and Oregon state law.

Federal regulations due to be fully implemented in 2006 will still allow folks to buy brand new two-stroke engines. These engines have an average service life of 26 years. SCOW was at the Portland Boat Show trying to convince people to avoid buying two-stroke powered boats. The Fact Sheet was intended to have some shock value, but was factually correct.

PWCs are evolving into fairly civilized machines, to outlaw them as a class at this point would be difficult and foolhardy. PWCs are becoming quieter and more efficient and will soon be powered with four-stroke or similar engines. People who use them will tend to be more like other powerboaters and try to use them responsibly.

SCOW asks only that people be ethical out on the water and choose boats that are as clean and river friendly as their sport allows, and to be courteous to us folks in the slow lane.

Dan Pence, SCOW, Portland, OR

## This Magazine...

### Impressed With Amount of Reading

Your March 15 issue arrived in Ionia via St. Ignace on March 20. I ran through it and was impressed by the amount of reading there was, even including the reprints. And that was before I discovered my own pearly words in the letters section. If you think I was impressed before you oughta see me now! You need a few more pictures on some of those pages of solid type.

I have all of Bolger's books except the novel so I won't have to send him 50 bucks for the Light Dory Type V plan. In fact, I built a couple of the frames for that boat many moons ago. I saw one of them in the basement the other day.

His dissertation on the metric system agrees exactly with my own feelings. What I heard about the metric system when it was being talked about was that every mechanic would have to buy two sets of tools and that would be a waste of money. We all know now that every mechanic has two sets of tools and will continue to have until the second coming or until we make the break and begin teaching our children what they really need to know. What we have now have, and don't need, is confusion and there's enough of that in our education system already.

I'm also interested in his observations on chines in this boat. We now have the ultimate word. Composite joints are "much better on all counts".

I called the ladies in the Chamber of Commerce in St. Ignace to find out how deep the snow is in my yard there. "Hip deep," is the verdict. Looks like I'm stuck here for another couple of weeks. When I get there I have about four summers' of work in mind. I would consider a Type V but doubt if I'll ever get to it.

Ron Lavolette, Ionia, MI

### Singular & Wonderful

Your publication is a singular and wonderful accomplishment. I am building Phil Bolger's "Bantom" because of spying that

particular issue in a back room at our lawn and garden center.

Tom David, Nantucket, MA

### Masterpiece of Description

Hugh Ware, ("Cruise of the Duen") says he does not have the writing skills of Nathaniel Bishop, but every now and then he sure comes through. His description of British Columbia in the April 1 issue, "Channels are narrow and deep and the mountainsides are steep, each covered with a shag rug of evergreen vegetation except where a rock slide has ripped away all soil and growth along an avalanche path to the sea. We would explore an ice cave under a massive pile of snow that had tobogganed down one of these paths," is a masterpiece of description.

I appreciate the high quality of the writing which often fills your pages, as well as the salty adventures, the seamanship skills, and the good humor. Thanks also for running stories about this side of the continent as well as down east.

Jeff Douthwaite, Seattle Wa.

### Dirt Road is What's Important

I don't read the *Boston Globe* but I will take you at your word ("Commentary", April 1 issue) that they have paid you such a high compliment, "In these days of the information superhighway, *Messing About in Boats* is a dirt road".

The leisurely pace of the dirt road is what's important, a good place to find articles like those on "Safe Boatbuilding" by Dave Carnell and "Flood Insurance Unmasked" by Beth Milleman. See you again along your dirt road.

Ed Howard, Essex, MA

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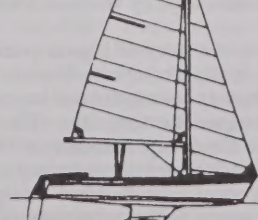
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# A Look Around the Maritime Museum Circuit

(From Newsletters Recently Received)



## Lake Champlain

MARITIME MUSEUM

### Opens for Season

The Lake Champlain Maritime Museum opened on May 1, kicking off a season filled with activities, events and exhibits to interest visitors of all ages. Exhibitions on view this season will include major collections on loan, as well as new additions to the permanent collections.

"The Dawn of Steam Navigation and the Paddle Steamer *Lady Sherbrooke*" provides an inside look at some of the world's earliest steamboats, including the *Vermont*, launched on Lake Champlain in 1808 and the *Lady Sherbrooke*, which operated on the St. Lawrence River from 1817 to 1826. The exhibition, now in its final season, includes an important collection of artifacts from the *Lady Sherbrooke* on loan from the Stewart Museum at the Fort Ile Sainte-Helene.

"The Maritime Models and Watercolors of H. Richard Heilman presents an intimate view of the working small watercraft used along the eastern seaboard and the inland waters of New England as seen in the Heilman family collection. H. Richard Heilman constructed these detailed plank-on-frame replicas using tables from Howard Chappelle's

classic volume *American Small Sailing Craft* to loft the models. Heilman sailed on all the boats shown in this exhibit, including sharpies, bugeyes, catboats, garveys, Friendship sloops, sneakboxes, the Surf City pound boat and the *Great Republic*. His accomplished watercolors provide glimpses of the settings in which many of the boats worked.

This year marks the 225th anniversary of the Battle of Valcour Island, when Benedict Arnold's little fleet on Lake Champlain staved off the British invasion and turned the course of American history. The museum will commemorate the anniversary throughout the 2001 season. A dramatic new painting by Ernest Haas, *The Battle of Valcour Island*, generously donated to the museum in 2000 by Mildred Payne, is featured in the exhibit "Key to Liberty: The Revolutionary War in the Champlain Valley."

The museum invites both amateur and professional photographers to enter its annual juried photo exhibition, "Lake Champlain Through the Lens". Entries must be received between August 11 and August 20, and the exhibition will be on view from September 1

through October 14. Call or write for details, or visit our website at [www.lcmm.org](http://www.lcmm.org).

Many enhancements of the museum's exhibits are planned to enliven the season's special events. Additions to the museum's boat collection will be installed in time for the Small Boat Show, July 7 and 8. On August 25 and 26, re-enactors at the annual "Rabble in Arms" weekend will share their personal research and reflections on the events of 1776 with museum visitors. On October 13, the last Saturday of the museum's season, the date that Arnold scuttled his fleet will be marked with special activities on board the replica gunboat *Philadelphia II*.

Additional exhibits are being developed for the museum's Burlington Shipyard, to provide hands-on interpretation and historical context for the replica canal schooner *Lois McClure*. The Burlington Shipyard will open to the public on June 21. A full calendar of courses, workshops and learning adventures is being offered, with activities at both Basin Harbor and Burlington. Community rowing in the evening will be available at both sites this summer.

Located in beautiful Basin Harbor, the Lake Champlain Maritime Museum is easy to find. Follow VT Route 7 to Route 22A in Vergennes, then take Panton Rd. to Basin Harbor Rd. For further information call (802) 475-2022 or find the museum online at [www.lcmm.org](http://www.lcmm.org). The museum is open seven days a week, 10-4 through October 14.



Purple Mountain Press is proud to announce the publication of this long-awaited history of the Cornell Steamboat Company by Stuart Murray with an introduction by Roger W. Mabie and essays by William duBarry Thomas

This is the story of a great entrepreneur and his steamboat company. It is also about a period of history so colorful and important that it should never be forgotten. The Cornell Steamboat Company, founded in 1837, was once the leading tugboat company in the nation. In an era of unbridled free enterprise, the company won a virtual monopoly of Hudson River towing and endured into the 1960s. Founder and president Thomas Cornell was a man of many interests: railroad and hotel builder, two-term congressman, founder and

president of two banks. The Cornell Steamboat Company was the jewel of Cornell's vast business empire.

Stuart Murray is the author of more than 20 fiction and non-fiction books. Roger Mabie and William duBarry Thomas are past presidents of the Steamship Historical Society of America.

*Thomas Cornell & the Cornell Steamboat Company*, 223 pages, 83 historic photographs, 8.5" x 11", fleet list, general index, and index of vessels, hardcover, \$39. Shipping and handling \$3.50. NYS residents add sales tax. Order from Purple Mountain Press, Ltd., P.O. Box 309, Fleischmanns, NY 12430-0309, (800) 325-2665, fax: (845) 254-4476, <http://www.catskill.net/purple>, <purple@catskill.net>



## Announces New Exhibit

"Thomas Cornell and The Cornell Steamboat Company" is a new exhibit now open which will run until October at the Hudson River Maritime Museum on the Rondout Waterfront in Kingston, New York.

Thomas Cornell was a nineteenth century powerhouse of the Hudson Valley economy. He founded the largest tugboat company in the US, the Rondout Savings Bank and a commercial bank. He also owned railroads, a resort hotel in the Catskills and an amusement park on Kingston Point. He also found time to serve two terms in Congress. Thomas Cornell created a powerful engine of technological advancement and economic growth in his era. We believe that his story needs to be told.

The exhibit includes historic photographs of specific Cornell boats, workshops, and people, and paintings, plus original remnants of actual Cornell tugboats. In conjunction with the exhibit, Purple Mountain Press will release

a book entitled *Thomas Cornell and The Cornell Steamboat Company* by Stuart Murray (see accompanying article). The last President of the Cornell Steamboat Company when it closed in 1964 was Bill Spangenberg, a member of the Board of Trustees of the Maritime Museum. He knows a great deal about the company and its history.

In addition to the Cornell exhibit, the Museum will continue its popular boat rides to the Rondout Lighthouse, its permanent exhibits and festivals. It will also host several unique visiting vessels which will be open to the public.

For further information, call (845) 338-0071.

## Come Explore The

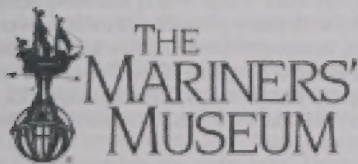


### PENOBSCOT MARINE MUSEUM

This unique seafaring village has nine National Historic Register sites and wonderful exhibitions on the 19th century days of tall ships and foreign trade. The museum boasts one of the finest collections of marine paintings in the country. You'll be surprised and delighted at the treasures that await you and your family!

This year the Museum's 13-building complex will have a new addition, The Small Craft Boathouse, which will house many of our fine recreational and commercial craft including a circa 1950's Beal's Island Lobster Boat. Our featured exhibit will be "Bark to Canvas: The Evolution of a Maine Canoe." Other exhibits include "Working the Bay", "Challenge of the Down-Easter", "Travels to the Pacific Rim" and "The Thomas and James Buttersworth Collection of Marine Paintings". There are also hands-on activities for the whole family.

For more information call (207) 548-2529 or write Penobscot Marine Museum, 30 Church St., Searsport, ME 04974-0498



## Monitor 2001 Expeditions

The Monitor 2001 Expeditions are part of an ongoing long-term multi-agency project to protect and preserve our nation's naval heri-

tage, in this instance the ironclad *USS Monitor*. This year the key objectives are to complete the stabilization of the *Monitor's* hull, to recover her engine and associated components, to recover the section of armor belt that overlies the turret and, time permitting, to excavate the turret, in preparation for its recovery in 2002. The overall mission is divided into three phases. Each phase will involve personnel from NOAA, the U.S. Navy, and numerous other organizations.

Phase I (March-May): Using the *USS Grapple* (ARS-53), NOAA and the U.S. Navy conduct expeditions to prepare the site for the Navy's recovery mission (Phase II).

Phase II (June-July): The U.S. Navy's Mobile Diving and Salvage Unit Two, with support from NOAA, will rig and recover the *Monitor's* engine, cut and recover a portion of the armor belt and hull that covers the turret, and if time permits, begin excavating the turret.

Phase III (July-September): With the *USS Grasp* (ARS-51), NOAA and the US Navy will conduct post-recovery expeditions to survey the site and to prepare for turret recovery, scheduled for 2002.

Phase IV: (July 2001-December 2002): The Mariners' Museum will work with the U.S. Army at Fort Eustis in transporting the *Monitor's* engine to the Museum conservation area. Other parts of the vessel that may be recovered with the engine will be removed and The Mariners' chief conservator will begin extensive examination of the artifact. The engine will then be surveyed and recorded for conservation, the beginning of a ten-year conservation process.

The *Monitor* Project provides exceptional deep-sea salvage readiness training opportunities for the Navy. The training and data gained from the 2000 expedition enabled the navy to revise its diving decompression tables. This year the Navy will work to certify saturation diving equipment and train divers in its use and in mixed gas diving.

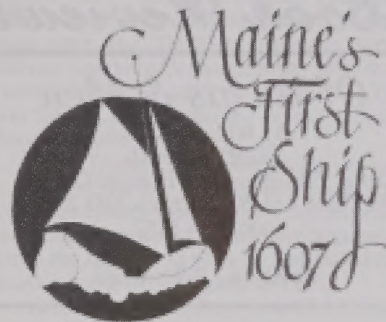
In preparation for what will be the most ambitious recovery to date from the wreck of the *USS Monitor*, The Mariners' Museum worked with Newport News Shipbuilding to create a 12,250-cubic-foot conservation tank to house the *USS Monitor's* 30 ton engine. Made from half-inch steel plates, this mammoth 35' square tank stands 10' high and can hold 91,642 gallons of water.

The ironclad fought the Battle of Hampton Roads against the Confederate ironclad *CSS Virginia* on March 8 and 9, 1862, resulting in a standoff. While on its way south, the *USS Monitor* sank off the coast of North Carolina in more than 240' of water, where it still lies today. As major components of the vessel are slowly raised by the U.S. Navy and NOAA, they go to The Mariners' Museum.

The Mariners' Museum was honored to be selected as the custodian of the artifacts and archives of the Civil War ironclad *USS Monitor* by the federal government in 1987. As custodian, The Mariners' is charged with not only housing artifacts, but also providing conservation, interpretation, and education on the historic ironclad.

The Mariners' Museum, an educational, non-profit institution accredited by the American Association of Museums, preserves and interprets maritime history through an international collection of ship models, figureheads, paintings and other maritime artifacts.

For further information, call (757) 596-2222 or (800) 581-7245, or write to The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606. The Museum can be reached on the World Wide Web at [www.mariner.org](http://www.mariner.org).



## The Virginia Project He Came! He Saw! He Was Terrific!

Fred Walker, under contract to provide Maine's First Ship with a conceptual design of the *Virginia*, arrived here from Great Britain for a six-day visit in February. He was as eager to meet us and demonstrate his work as we were to meet him, so we planned a number of events to make that experience available to as many as possible.

Fred's task is not an easy one, and it has taken longer than any of us expected. His first priority is historical accuracy in terms of how the *Virginia* might have looked and how she would have been put together and rigged. We are pleased with the hull that Fred has produced; namely a vessel slightly less than 50' long with a beam of 14' 6". The bow is blunt, rounded, and reflects the Dutch influence an early 17th century Thames River shipwright like Digby would have experienced. Her main deck is flush, with no raised quarterdeck, and her below-deck headroom is about 6'. Fully loaded she will draw about 6' 6" with a freeboard (main deck to the waterline) of just under 2'. Although his design is beamier than expected, it fits with her ability to carry bulky trade goods, such as furs, yet does not rule out reasonable speed or handling.

The work remaining involves verifying various features of her construction and rigging. Fred is providing us with two rigs. The first is a fore-and-aft rig with a sprit mainsail and headsail jib for use along the coast and into our primary rivers. This is the way we have usually seen the *Virginia* portrayed. The second is a modified "barke" square rig, which many believe would have been used when she sailed over and back from England. Fred's rig has square main and topsail on the main mast, a lateen sail on a mizzen mast, a square spritsail rigged underneath a bowsprit, and two triangular headsails rigged forward of the main mast.

For further information contact Maine's First Ship, The Virginia Project, Box 358, Phippsburg, ME 04562, (207) 389-2990, [www.mainesfirstship.org](http://www.mainesfirstship.org), [cmfsl@mainesfirstship.org](mailto:cmfsl@mainesfirstship.org)



## Book Reviews

### Of Yachts & Men

By William Atkin

\$22.95 plus s&h

Tiller Publishing (Jay Benford Group)

P.O. Box 447, St. Michaels MD 21663

(800) 684-5537.

Review by Robb White

I am building a boat designed by William Atkin. I don't have time to build boats designed by other people and I am not actually doing it now. It is always like this... notions creep in. When I ordered the plans for the boat from his daughter-in-law Pat Atkin... who stayed by son, John, the other half of the team, through the terrible Alzheimer's disease, bless her heart.... there was a flyer for a book by William Atkin, something sort of like an autobiography but mostly about boats like all autobiographies of real boat people. I had already read a little of what he wrote and it was interesting stuff and I knew about this book, which was first published in 1949, but have never managed to find a copy. I ordered the book.

When it came, it was a good looking, typing-paper-sized paperback printed on good thick paper with very sharp drawings and photographs. It was possible to read the print on the much reduced line and construction plans which were included for every boat that he talked about instead of the usual side view of just what is above the waterline like you see in all these degenerate boat books these days... full of the wonderful sketches by Charles G. Davis. Both covers were covered with most excellent color photographs of one of the Colin Archer style, double-ended, gaff rigged cutters that the Atkins were so delighted with. You can't blame them either. I think all those pictures were taken on the same day... kind of breezy out there in the big water and the little cutter is carrying all sail and getting the job done. Sort of makes you wish you were a deep water man.

I hate to waste my time when I am in the middle of building a boat and I intended just to glance over this book and set it aside for some time when I wasn't in such a scurrying frenzy, but I just sat there and read the whole thing, cover to cover like I was in a trance. Not only was the man talking about my subject, he was speaking my language and telling the whole story... not just flitting around the fringes of the facts like is so common nowadays.

I am not a deep water man (if I can help it) and a lot of the book is about deep draft sailboats and the intricate details of them. I usually skip stuff like that to avoid the danger of becoming re-connected with an old obsession like back in the old days when I read all the Slocum, Guzzwell, Pardey, Griffith, Iolaire and all them I could get my hands on.... which my favorite was Tristan Jones but I believe he

was full of shit. Anyway, every one of those deep water boats in Atkin's book was fascinating reading... made me wish I was a deep water man.

The man is a keen observer of the intricacies of the plain truth and as such, he is funny. He talks about how a boat got loose in a storm and went on the hill and some soldiers were volunteered to get it off. The boat belonged to William Washburn Nutting and had a name kind of like *Typhoon* but before all that scrambling around in the mud was over the boat had been re-named. "Soldiers have an excellent flow of language appropriate to an occasion of that kind," said William Atkin, "nothing short of Heavenly."

I'm not going to tell you any more of what he said but it is a good book written by a cheerful, extra-enthusiastic man with such a way of telling you how happy he is with all those boats that it makes you happy too.

### Coasts

By Mary Kennan Herbert

\$12.95

Meadow Geese Press

P.O. Box 345, Marshfield Hills, MA 02051

(781) 834-3957

Review by Joanne S. Scott

From Baja to St. John to Jersey to Maine, she spins the poems, some light and refreshing, others with layers of meaning. She declares. "I am the essence of a young poetess on the coast, at the edge of something, always a beginning, and never old." We are introduced to daughters with "yare grin," waters that "wink," sun that "dazzles," the Pacific as paradise, sweet and balmy. Conversational in tone, you stroll the beach, row a boat, look down at the sea from the deck of a liner, brave the Chesapeake, and hear offbeat remarks about the passages of life and loved ones, musings set in sea-wise imagery.

A summertime Mainer myself, I particularly resonated with this poem:

#### Longing for Maine

Another summer away from light  
another season away from air

I am hungry and lonely for something  
intangible and visceral like the sound

of buoy bells and lap of cold water  
over stones that are silent and secret

or the crunch of a lobster's shell  
as I insistently pull forth its treasure

yeah I could go on writing greeting card  
verse or epic paens to paradise

Oh how silly but essential this is  
how it hurts when I look at postcards

little coves and harbors still there  
still there and I wish they were mine

In her travels, visits, vacations, Mary seems to be always looking for water and her relationship to it. Coasts, rivers, lakes, and ponds. By it, on it, or in it. A medium with

which she paints her poetry and reminds us to keep the dream.

Salt is in the air, on the pages. A good read.

(Adjunct Associate Professor of English at the Brooklyn campus of Long Island University, Mary teaches writing courses at other colleges in New York City. She is the author of three books of poetry published in Australia. This is her first American book.)

### Some Good Reading in Boneyard Boats



#### Saving Jenny Norman

On my way to visit Earl and Shirley Brannock, founders of the Brannock Maritime Museum in Cambridge, Maryland last Fall, I said to myself, "I must go check on the *Jenny Norman*." She had been left in forlorn condition for quite a few years at the Yacht Maintenance Yard, also in Cambridge. My inspiration came from the November/December issue of *WoodenBoat* magazine which had four separate items about saving old boats.

The *Jenny Norman* is a 48' bugeye (2 masts vs. skipjack's 1) and is the last boat built by legendary master shipwright of the Chesapeake Bay, the late Jim Richardson, for his personal use. She was launched in 1982 and I first saw her when she sailed over from Cambridge to Sandy Point to attend the annual Chesapeake Bay Appreciation Days that year. I remember seeing her sail into the basin and she was indeed a very impressive boat. I later had the pleasure of meeting Mr. Jim, as he was known to his many friends.

Some years later, after Mr. Jim died, *Jenny Norman* was sold to a man who lives in Baltimore who did not have the time to enjoy or care for the boat, so she was put in a covered shed, in the water and forgotten; where her decline began.

Jim Richardson grew up a few miles outside of Cambridge, off the Choptank River and as a young boy worked as a carpenter in some of the local shipyards. He later opened his own boatyard after World War II and has been presented with many plaques and awards over the years, in recognition of his fine workmanship, such as the 60' replica of the *Dove*, a 28' mini skipjack, plus various full size skipjacks, the 60' coastal trading ketch, *Adventurer* and many other vessels.

When I pulled up to the office and stopped in to speak to the man behind the counter, I said, "I'd like to help save the *Jenny Norman*," and he said, "You're too late... we just sold her and the fellow who bought her is now on the boat." What a coincidence! I dashed over to where she was tied up and yelled, "Ahoy, anyone onboard?"

A young fellow popped up from below and asked, "Who are you?" I explained that I

try to help save old boats with my *Bone Yard Boats* newsletter and also mentioned *WoodenBoat* magazine's "Save A Classic" page. He said he knew about both... and that did it!

He is 28 year old Michael Rogers who grew up outside Baltimore and previously worked on the skipjack, *Rebecca Ruark* and the schooner *Victory Chimes*, and now lives in Rockland, Maine. He plans to restore *Jenny Norman* and bring her to Maine for use as a charter boat. In the meantime, Michael has his work cut out as she is in very poor condition. As Michael said, "She's rotten as a peach." But he said he knew what he was getting in to. The bad news is that he must use a chainsaw to remove the deck, but the good news is that the two yellow pine masts have been stored and are in good condition; one is 55' and the aft mast is 53'.

Michael said he plans to spend five days a week working on *Jenny Norman* while he and his wife, Julie, live in St. Michaels over the winter. I plan to check on the progress when I visit the Brannocks. If you would like to check out the Brannock Maritime Museum, go to 210 Talbot Avenue, Cambudge, MD 21613 or call (410) 228-6938.



## An Afternoon With The Queen, the *Piney Queen*

On one of our rare warm and sunny fall days, Saturday, the last day of September, I had the privilege of being aboard the 1973, 25' steam-powered tugboat, *Piney Queen* and was allowed to pilot the boat most of the way from Pt. Pleasant to Bay Head, New Jersey in the very shallow waters of Barnegat Bay.

The *Piney Queen* was found through a local newspaper by Bob Hackos of Jackson, New Jersey about three years ago, who bought her for \$2,000. She was in disrepair but was just what Bob was looking for. The tug originally had a 4 cylinder 80 hp Gray marine engine and the small cabin area was fitted out with galley, seats and other creature comforts. But Bob, being a steam-man, gutted the interior and installed his own hand made boiler and a hand built 2 cylinder 4hp compound steam engine, built by H. V. Swenson of Pt. Pleasant, who is well known in the field of steam engines.

As I stepped aboard, along with Gert Swenson from their waterfront home in Pt. Pleasant, we saw Bob start the fire in the boiler box by stuffing newspaper in the bottom and tossing in small pre-cut strips of wood on top. Bob gets the wood from a local furniture maker who discards end pieces and scraps. The boiler has 61 water tubes on each side for a total of 122, which were all individually made by Bob. The two 30 gallon fresh water tanks feed water into the tubes to create the steam pressure to move the pistons. It takes about 60lbs of steam pressure to get the pistons moving, and when underway she will do about 4 to 5mph at 100rpm and burns about a bushel of wood in two hours. The previous day Bob ran the

boat from Forked River, New Jersey to Pt. Pleasant, a distance of about 25 miles at 5mph taking 5 hours.

Bob has been building boats since he was 10 years old, when he found some highway construction scrap material and put together his first boat. Over the years he has constructed small steam engines and bought many used boats, fixed them up and sold them to make room for his next project.

When a friend gave him a 16' boat hull some years ago, he began to add something here and there and it began to look like the *African Queen* from the old Bogart/ Hepburn movie of the same name. He built the small steam engine for this boat, put a green canvas top on and added a few wicker chairs and off he went. Bob says, "I make all my own aluminum castings and do all my own welding."

As I was piloting the tug toward the Mantoloking Bridge, Bob says, "Keep in the middle of the channel markers and keep your eye on the depth finder." As Barnegat Bay is very shallow, I would see it flash from 2.5 to 7.9 and at one time I thought I saw 0.0 when Bob said, "There's a sandbar around here somewhere. Bob had not been under this bridge before and was not sure if the smoke-stack and antennas would clear the bridge span, so I quickly turned the wheel over to him; the stack cleared but the antenna brushed the overhead span gently.

As we slowly made our way toward the Bay Head Yacht Club area, there were many noisy boats coming and going and Bob said he doesn't have to worry about a "No Wake" zone as when going 4mph there is no wake. Some boats would pull alongside as Bob pulled the loud whistle lanyard and they would yell over, "Is that REALLY steam?" Bob would proudly reply, "Yes," and pull the lanyard again as cameras clicked. We thought some youngsters probably had never seen or heard a steam whistle before.

Even at 4mph, that pleasant afternoon went all too fast and we were back at dockside again where the *Piney Queen* was to remain all winter in full view of the Swensons' kitchen, from where they will watch over her.

(*Boneyard Boats* is published by Ginger Martus in her personal mission to save good old boats from death row in boatyard boneyards. These two articles are from her Spring 2001 Issue #15, a 12-pager now, chock-a-block full of photos and info on old boats waiting for someone who might fall in love with them and save them before it is too late. Subscription to *Boneyard Boats* is \$15 for three issues, from Nautical Stars, P.O. Box 2065, Vincentown, NJ 08088

## Some New International Marine Titles for Summer 2001

### *Alone Through The Roaring Forties* By Vito Dumas

Below the Cape of Good Hope and south of Australia lie the feared latitudes of the

"Roaring Forties" where non-stop westerly gales push huge seas, unimpeded, around and around the bottom of the world. It was into this watery hell in 1942, that Vito Dumas set sail in a 31' ketch, outfitted with makeshift gear and provisions and a stoic indifference to the privations he would endure. By dint of consummate seamanship and an almost super-human determination, Dumas succeeded where no singlehander had before, and few have since. His 20,000-mile voyage through the vast Southern Ocean set many records, including first solo sailor to round Cape Horn and first to sail around the world with only three landfalls.

Vito Dumas began his ocean voyaging in 1931, at the age of 31, with a 74-day solo trip from France to Argentina. Subsequent to his around-the-world voyage, he circumnavigated the Atlantic in 1945-46 and sailed from Buenos Aires to New York in 1955.

Publication date July, price \$19.95 (hardcover), ISBN #0-07-137611-9.

### *The Strange Last Voyage Of Donald Crowhurst* By Nicholas Tomalin and Ron Hall

In the autumn of 1968, Donald Crowhurst set sail from England to participate in the first single handed nonstop around-the-world sailboat race. Eight months later, his boat was found in the mid-Atlantic, intact but with no one on board. In this gripping reconstruction, journalists Nicholas Tomalin and Ron Hall tell the story of Crowhurst's ill-fated voyage, up to his apparent decision to take his own life rather than be discovered as the would-be perpetrator of one of the biggest hoaxes in the sailing history. *The Strange Last Voyage of Donald Crowhurst* is a story of mystery and the human heart, a tale for all readers ready to lose a night of sleep.

Publication date: July, price \$19.95 (hardcover), ISBN#0-07-137612-7.

### *The Mind Of The Sailor* By Peter Noble and Ros Hogbin

Written by a psychiatrist, Peter Noble, with thirty years of sailing experience, *The Mind of the Sailor* reveals the psychological forces at play on a boat and provides useful insights into key issues such as what it takes to be a good skipper, what makes for an effective crew, why some sailors handle stress better than others, and why some crews pull together in adversity, while others fall apart.

With the help of co-author Ros Hogbin, Noble also considers the special issues raised by bluewater cruising, ocean racing, singlehanded sailing, sailing under extreme conditions, and abandoning ship. Throughout, he illustrates his themes and enlivens the book with case studies, ranging from the amazing to the bizarre, drawn from history of seafaring. Among them is the story of Captain Bligh and the mutinies he provoked; the strange case of Donald Crowhurst and his descent into madness and suicide during a singlehanded race; and the case of the German yacht *Apollonia*, in which a crewmember took control of the boat and executed the owner and his girlfriend.

Publication date June, price \$21.95 (hardcover), ISBN #0-07-137613-5.

Dennis ducked under the cord to greet me with open arms. We caught the train for London and, after a couple of changes, surfaced to find a McDonalds, and then breakfasted without culture shock, two cash machines out of order. Feeling right at home, I gave Dennis the heavy bag and we set off for South Dock. This little jaunt presaged a month of tagging along, tongue a-dangle, lungs a-gasp, on various missions. Nothing like a month without wheels to get one in shape, especially when compounded by Dennis's low ratio gearing.

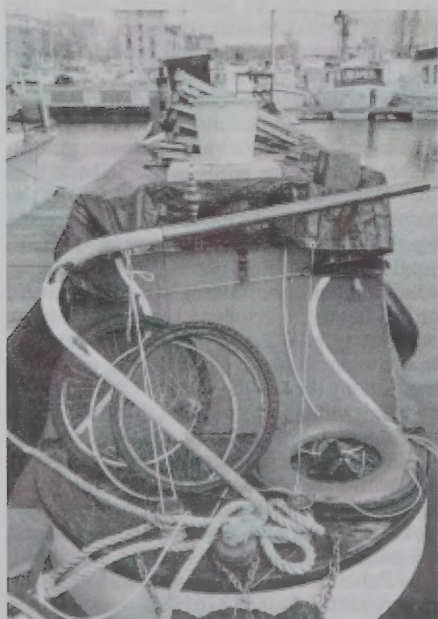
Back in the summer of '98, or maybe it was on the *Kokopelli*, Dennis had mentioned a transatlantic from London via the Canaries to St. Paul, Minnesota. I thought it sounded like fun. When sign-up time came I had several valid excuses. Come January, 2000, Dennis was on the phone being very persuasive, perhaps with a hint of desperation. Well, I guessed I could come maybe as far as the Canaries, just maybe. There I was on February 25th comfortably ensconced aboard a 39' steel pilothouse motorsailer floating near downtown London.

Aboard a boat "comfortable" is a relative term. My bunk, which I shared with a pile of lumber, required some serious gymnastics to get into. The space had a door and, at most, two square feet of standing room which, no doubt, in the lexicon of a marketing man, would qualify it as a stateroom. Dennis had the forepeak and the owner, when aboard, took the bunk in the pilothouse.

There are perhaps, 100 boats here in South Dock (technically a dock is water) which is on the order of 100 x 200 yards, probably not that big. It is connected to the Thames by a tide lock and to the much larger Greenland Dock, which hosts 20 to 30 larger boats and a sailing club, by a short canal.

Our neighbors are maybe one-third sailboats. Of the powerboats, a handful are English canal narrowboats, with a half dozen large continental canal barges and a smattering of fairly recent normal power cruisers. The rest are a peculiar lot, some of which defy description. The typical liveaboard is partly or wholly covered with blue plastic, carries a

Narrowboats are really narrow



## Big Boat Expose & Walking Tour

### Part 1

By Jim Thayer

deck load of potted plants, several bags of coal, a bicycle, buckets, mops, and various other domestic odds and ends. Most are inhabited by a young couple or a single fellow. No sign of children.

There are two floating bathhouses which meet the sanitary needs of the denizens, except for the usual nocturnal distress. The bathhouses, as well as some boats, are serviced by a honey barge. The whole dock is surrounded by a high fence with card operated gates, backed up with greased stand-offs to the floats.

Dennis had been on station several weeks and had the fitout well in hand. I immediately fell into the role of helper-gofer, the guy who hands down the wrench, hunts up the screwdriver, and reports which light is blinking.

The engine water pump is typical. No impeller can be found, so the owner takes a train to Bright and returns with a new one which, as you have guessed, doesn't fit. So it goes. The owner goes home at night, then shows up around noon the next day with some bits and pieces to forward the day's project. He would then occupy himself with some project, generally on deck, while Dennis and I amused ourselves crawling through the bilge stringing wires or, frequently, unstringing them.

The owner had a thing for electronics and had bought every gadget known to man. In this he was aided and abetted by Dennis who was evidently bitten by a transistor in infancy. Pride and joy of these technuts was an inverter system that knew when to charge the batteries while dishing out AC, whether at sea or connected ashore. This lash-up was critical to survival at sea because it permitted operation of the coffee machine.

Dennis spent hours and reams making diagrams to work out all the connections to the house gel, the starter battery, two thruster batteries up in the forepeak and another one just hanging around. The task was complicated by a translation from the Dutch and the fact that those people over there use 240v with a green and a brown wire. I don't know why they aren't all fried.

Dennis is an enthusiastic get-on-with-the-project kind of guy, but at the same time a perfectionist. This results in a certain amount of checking to be sure, along with re-routing and tidying up. Wire ties are a major consumable. For example, there was an isolation transformer which looked like a piece of substation equipment, crammed into an inaccessible corner of a cabinet and bolted through the floor. This installation would have made an automotive engineer green with envy. Dennis decided we had better check this thing because, well, um perhaps, gee, I can't remember just why we took it out, but I must confess that it was splendid exercise.

Not long after my arrival, a large carton was delivered to the office. A cart was snagged and this monster was brought aboard where it

yielded up a magnificent pedestal mounted, swiveling captain's chair. It was upholstered in a lovely off-white (ecru?) fabric that looked as if it could snatch dirt right from the air. The dinette table was ripped out and this beauty took its place. Its light plastic bag cover was carefully maintained in place.

I would be offering an instructional and entertaining video with tourist shots of London but for the unfortunate fact that the camcorder wouldn't work. It acted like a silly schoolboy who knows his lesson but just gives you a bunch of nonsense when you try to find out what he knows. It finally gave me some number which, according to the manual, meant that I should take it straightaway to my authorized RCA repair station.

I asked around and the consensus was that I should take it to the Google Box in the Lower Road. The Google Box did not inspire confidence but, having no practical alternative, I entrusted it to their care. I stopped every couple of days and after two weeks was handed a bag of parts with the sad news that it was beyond help. No doubt that it was. The autopsy cost me 10 quid. Well, it was a nuisance to carry around.

This last fact caused all the trouble. I had carefully packed it in the middle of my pack, where no harm could come to it, and checked it. I assume that somebody dropped it 10 feet or so and that the massive acceleration on landing caused internal damage. Live and learn.

Visually the CHAIR became the focal point of the boat. Practically it became a pain, yes, right there. When the owner was aboard it was logically his place but, evidently wanting to be one of the boys, he sat on the steps while Dennis and I squeezed in alongside it on the dinette seat. The over-awing chair sat empty, in plastic bag covered majesty, awaiting, perhaps, some admiral or Neptune himself.

One half of the dinette was destined to become a chart table, the *raison d'être* of the chair. The seat was ripped out and construction commenced with much discussion. The prepared drawing was amended by much mental diagramming but eventually turned out pretty well with a nicely rounded corner. The old Colorado wood butcher, now a genuine old-world craftsman, contributed some chisel work.

I was delighted to find that Dennis shared my concern for the fate of poor Jack. Early on he had suggested that we nip over to Greenland Dock where lay the *Wibbly-Wobbly*, a two-decker Rhine excursion boat turned floating pub. Midday there were usually a half dozen colorful regulars, including a man-sized shaggy dog, standing around the wheelhouse sucking cogitatively on their pints. A pint is a pound (sterling) or a bit more. In the evening it perked up noticeably as the nearby residents caught up on the day's news.

Occasionally the owner would lay over the night and we would sample one of the ubiquitous Indian restaurants in the neighborhood. The owner, a Dutchman raised in the Indies, was a knowledgeable guide. Little neighborhood ethnic joints are one of the joys of London.

Every few evenings Dennis would go uptown to one of the cybercafes to touch base with home. Sometimes I would tag along and we would indulge in a little informal gnoshing at hole-in-the-wall joints. Seemingly these calories would drop straight to his legs, result-

ing in increased rpm. Once we both took a Sunday off and caught the bus down the Thames to Greenwich. We saw the *Cutty Sark*, *Gypsy Moth*, and *Suhaili* along with other interesting boats. Up at the observatory we stepped over the line and admired Harrison's chronometers. They have two linked pendulums to cancel out the rolling of the boat. Dennis had a copy of a book about Harrison's trials trying to win the prize for an accurate chronometer. It's a slim volume which, in a fascinating couple of hours, will give you a new feeling to the term determination.

I had assumed, without really thinking about it, that the owner would take me on as crew, all found. However, it developed that we were sharing expenses for food and, ultimately, diesel. The owner set up a jar, the kitty, to which we would each contribute a fixed amount. One was to put his name on his receipt, put it in the jar, and withdraw an equivalent amount of cash. It seemed a reasonable arrangement, but often there wasn't suitable change in the jar so one kept his receipt waiting for change to turn up or, more likely, just let them pile up somewhere.

This annoyed the owner because we weren't treating the kitty right. Dennis has a rather *laisse faire* attitude toward money and couldn't understand the fuss. To me, it seemed reasonable to just throw the receipts in an empty jar and settle up at the end of the week. The owner, however, was convinced that his scheme was the only proper one and the success of the voyage depended on following the rules exactly. He explained it yet again.

Last time I talked to Dennis before leaving the States, he said the March 1 sailing date might be held up a bit because they were waiting on a new pilothouse door which had been on order for months. I wondered how long it could take the local ironmonger to whack up a door. Well, the door showed up March 2. With frame, it must have been well over 100 pounds. It looked like something for a submarine except that it has big levers for the dogs instead of a wheel. Catch a hand in it and your knot tying days are over. The door plus new windows all round make the pilothouse bulletproof.

Dennis had a digital camera which has some very practical uses. When we finally got a water pump that would fit, nobody remembered which hose went where. All we had were two hoses which disappeared into the dark depths. Dennis whipped out his electronic eyeball and pulled up a shot of the engine.

A word about the weather would be in order. Knowing the weather in New England and extrapolating to a higher latitude and an island notorious for poor weather, one could expect to be miserable. Not a bit of it. It was generally pleasant and often delightful. True, one doesn't go abroad without a sweater and a water resistant shell for the half-hearted drizzle and the odd shower. We never had a real rain. We had some thunder and lightning one day and a bright flash while Dennis was working in the battery bay triggered a nice startle response.

The flowers were blooming and the trees budding out. Factoring in airfares and crowds, March may be the best time to visit London.

Our marina mates were a generally anonymous lot but there were a few speaking acquaintances of our boat when I arrived. Chief among them was Ian, who made night deliveries for a bakery. Nearly every morning



Sailing on Greenland Dock



Suhaili "sailing" at the Maritime Museum

Ian contemplating, Dennis awaiting verdict

on the way to his boat he would drop off fresh bread or rolls. He was an old salt, full of good advice, who was fitting out a 50-footer.

In the midst of our chart table project we had two sheets of plywood, sundry tools, and junk cluttering the walkway. Everyone, Ian among them, based farther out had to pick their way through this stuff. Ian, with his wife in tow, had encountered this mess, which resulted in a serious dutch uncle reprimand. The free bread deliveries stopped abruptly and I must confess that there were some harsh words and inequitable judgments for Ian's account. It turned out to be only coincidence as he had changed jobs. We had coffee and biscuits aboard his boat before he moved over by Canary Wharf.

The fellow on the boat next door was tinkering with his engine and one day the head from a large six cylinder diesel appeared on the walk. Soon after a crowd gathered and, with the aid of a long pipe and many strong backs, the block was extracted. It was a monstrous engine for so modest a boat.





The boat next door.

Dennis with cockpit full of goodies



For odd bits and pieces of hardware Ian had put us on to Stan's DIY, a hole-in-the-wall with basement and attached shed which supplied an amazing variety of stuff. Sometimes we made the six block trek twice in one day, often carrying on two blocks north to the supermarket, thence home via the nicely landscaped Greenland Dock. This same circuit took one past a fish and chips joint, the PO, the tube station, a Turkish kebab spot, an Indian restaurant, and a major bus point, plus all manner of other establishments of which we had no need. All in all a very civilized set-up, untouched, I suspect, by human zoning.

The owner had a small AC welder, 240 volts, which used shore power but it was postulated that it might run from the batteries in a pinch. One day the owner was trying to weld up a hole in the cockpit and making a bad job of it. I offered to have a go and, while no great shakes, was some improvement. I henceforth became the boat welder.

We were putting studs on the deck for installation of granny bars around the mast when we had occasion to go below for something. Dennis was up to his neck in wiring and there was a bunch of lumber, plywood, and sundry scrap lying about. A remark was made about the stuff and it soon developed that the mess was seriously impeding the owner in the efficient prosecution of his work. Dennis wondered how it could affect work way up on the foredeck and why were we keeping it anyway?

The owner explained that it was a valuable trove which might come in handy for odd jobs and, in extremis, might even save the ship. It was in fact mostly junk that even I wouldn't have saved ashore, let alone aboard ship. At some point something snapped and Dennis began liberally larding his declamation with salty and pungent adjectives. Now Dennis, I think, led a sheltered childhood and, being an even-tempered fellow, had never developed the vocabulary required for this situation. He was thus reduced to considerable repetition and soon stabilized. It was decided to chuck the stuff in the bilge and it was soon stowed in a most haphazard manner.

Such incidents are well documented among the cruising boat fraternity. Minor injustices, real or imagined, build up until the big blow-off. Here poor Dennis had been knocking himself out to get the boat fitted with a near endless list of stuff, and the owner accused him of being in the way! Later we found that Dennis had hauled all that crap out and neatly packed it back.

The next pier aft of us had two large (80'-100') continental canal barges alongside, therefore broadside on to us. They had a perky blunt bow and a bright finish wheelhouse aft. The hull was dull black with white trim and the cargo hold had been converted to living space with lace curtains at the windows.

One balmy afternoon, as I lounged in the cockpit taking the sun and admiring this barge, my frail body was suddenly wracked by violent spasms of epiphany. I must build one. She would be 8' x 30' with an elegant Livery Whitehall perched amidships. I'd put her on a three axle trailer behind a Turbo Cummins and work my way around the country, the Columbia and the Snake, the Sacramento and the Delta, the Great Lakes to Champlain, down the Intercoastal to Florida, then around and up the Ten-Tom. Just give me another 20 years. I'll get started as soon as I get home.

(To be Continued)



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What you thought it might be, is irrelevant. It was in fact an automobile jack on the beach on an uninhabited island of the Norwalk group. This was a beach of heavy shingle, not at all attractive to parties that use the islands all summer long. It was, at the time, deserted and looked like it might have been that way for a long time. Except for the jack.

It was a small auto jack like they used to dish out with Volkswagens. It was new, unused, and well lubricated, laying on the strand line. How did it get there? Who left it for what purpose? I dunno, it still is one of the mysteries of the deep. Naturally, I picked it up and threw it in the dinghy.

Proceed with day. Swimming, picnicking, goofing about. When the rising tide unstitched us, we left for home. Now, there is a notorious rock pile in the middle of the bay, unmarked and a bad actor at the tide peak. At low tide it looked like a wicked Egyptian pyramid. I knew where it was and took pains to stay away.

Rumor has it that the locals inhabiting the houses on that populous island enjoy watching speeding boats rack up on the killer. Only a rumor.

"Where is the dinghy?" asks the wife in a conversational tone. Not alongside? Not towing? How could anybody sit in the stern cockpit and not miss the dinghy? For starters nobody was sitting in the stern cockpit. Gone! This required thought. We used it to get aboard. So...

"There it is," says the guest, sharp of eye. It was he who I thought put the painter on the cleat. Mistake one. Don't assume, skipper.

"To know the truth you must go yourself."

"Nem mind," says I, swinging sharp to port. But!!

"Use the boat hook. The painter floats."

"Okie bibbi doakie," says he and steps out onto the swimming platform at the stern. Mistake two. See mistake one. The long boat hook and the slithery rope are too much. He falls overboard.

Now he went over in a peculiar manner. Feeling himself out of balance he stabbed the

## Jack on the Beach

By Foster Nostrand



*Afrika* also had a jib. The sails eased the motion, didn't help the speed. That bow wave cost 20hp.

long pole straight down and went with it. He was clinging in the fetal position and the pole held him up. I glanced at the depth finder. Five feet, *Afrika* only draws two-and-a-half. As we slide up to our stranded gymnast, his wife yells, "stand up!" Jubilation! He's only up to his shoulders. The swimming ladder must be lowered to get him aboard and he is scraped from some barnacles. Blood in evidence! Alcohol needed! Secure the dinghy and proceed home as he is ministered to by the gentler gender.

But! But!!! I forget about the famous rock! Wham! We take it on the port side at

about three knots, a foot from the keel and bounce along. I thought we had made it when a wake (it might have been ours, we cruised about so much) lifted us and dropped poor *Afrika* with force enough to punch in the two layers of half-inch bonded plywood and heavy glass. Mistake three. Mistakes come in bunches. Get your bearings after being distracted. Talk about distracted!! Egad! She grinds. We're hung up! Green water is pouring in.

"Everybody over to starboard," I shout, pointing, and he and the wife thought I said "overboard." Jump they do. He was wet anyway. Thus lightened and heeling, we float free! Now my priority is to get them aboard again. Why? They can stand while the boat is palpably sinking! But aboard they come, not really worse for wear.

"Stuff it with towels," he howls, eyeballing the gushing puncture. "I'm the king of towels!" He is indeed big in the nappy trade. But our towels seem to wash out shockingly. The wife, a seal, suggests she go overboard and stuff them in from the outside. This she prepares to do when I think of the jack in the dinghy. I guesstimate the space between the awful shattered ply and the floor timber, a husky piece of oak.

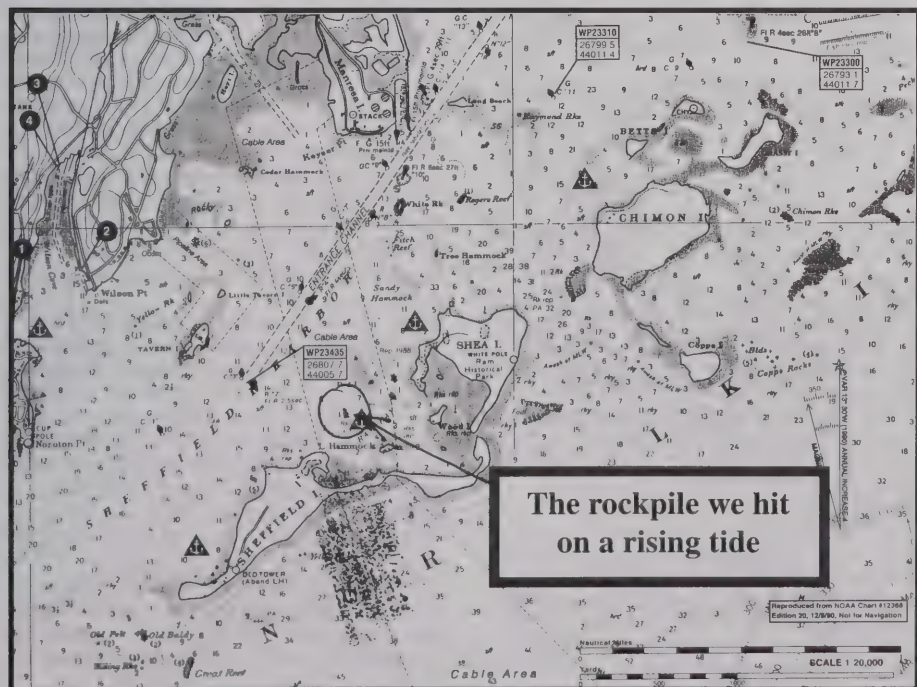
"Get me the jack!" The expressions show that all three would eagerly sign the commitment papers. However, the jack is brought. It fits neatly between the timber and the busted ply piece and expanded with a screw driver forces the ply, glass and all, back flush with the hull. Only a trickle is seen. The same thing could probably have been accomplished with wedges But I didn't have wedges, I had a jack! Our companion boat has caught up by now.

"Engine trouble?" he shouts.

"Naw," I return, "shipwreck! I fixed it with the jack."

He made a curious circling motion with his finger about his temple. We proceeded at cruising speed, many eyes on the bilge level. At the dock I was embolden to unscrew the jack, slide a piece of closed cell foam between it and the hull, and retighten. The normal bilge pump held her until I could put up on the beach and fashion a "real" epoxy/glass patch.

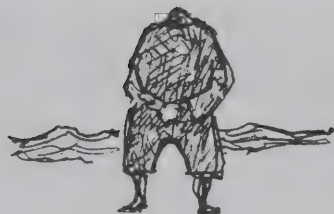
By the time I sold *Afrika* 10 years later she had several such patches, all very serviceable. And the jack went with the boat, no questions asked. Like "wadadya do with the jack?" What could I tell him anyway? This story sounds impossible but is absolutely true. I have three witnesses.



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THE SEA

I stood on the dock staring out to sea. A voice from behind me asked, "Would you like to sail today?"

"I certainly would," I replied as I turned to face a salty old sea dog standing in his boat.

"Then climb aboard and we'll sail to Marblehead." The boat was a 26' sloop named *Pegasus*.



SALTY DOG



"And she lives up to her name," he said proudly as he threw a flowerpot overboard. Someone had put it on the bow, an indication that the boat had not moved for quite some time.



BOW

I cast off the lines and we motored through the moorings. At the harbor entrance I raised the sails. There was a large flying horse sewn on the head of the mainsail.



FLYING HORSE

"Take the wheel," the old salt said, "and head for the Pigs." They were shoals that lay halfway on our course. The wind held steady and the boat responded to its gentleness.

## Another Tale Tossed Over the Wall

By Tom McGrath

(I have since escaped from the institution and am somewhere in the west travelling with a group of RVers who are as confused as I am).



TAKE THE WHEEL

"I can see that you've handled a boat before," the salty old sea dog said.

We soon took a mooring in Marblehead. "I'm going ashore to have a few beers in the Sail Loft," the salty dog said.

"I'll stay aboard," I said. "Good," he said and rowed ashore.



FOR A FEW BEERS

I sat in the cockpit and watched the sun descend and disappear, then went below, found a book, lay on a bunk and read until I fell asleep.



I awoke to a stumbling and cursing that subsided into burping and snoring.

In the morning the old sea dog was as sick as an old sea dog can get. "Row me ashore so I can get a ride home," he said. "You can sail the boat back."

I rowed him ashore, returned to the boat to hear a weather forecast. It would be a glorious day. The sun would shine down on all creatures at play. I raised the sails, cast off and cleared the harbor.



SICK SEA DOG



ALONE

The playful clouds increased, becoming gray and ragged. The wind also increased, becoming audible in the rigging. The weatherman continued to eulogize the day with superlatives.



GLORIOUS DAY

The jib lead parted and the jib beat itself into shreds. When I tried to lower the main the halliard fouled in the block. I let the sail luff and looked up at the flying horse as it broke its stitching and flew off. "Not a good sign," I said.

The sea built up to large swells. As the boat rolled, the chain that held the bowsprit to the stem let go. The bowsprit broke loose and the mast came down without a sound, landing on the starboard side. The boat was coming apart. The engine was dead.

"This is it," I said, and sat back to admire the drama of the clouds and the sea. It was beautiful. "Not a bad way to go," I told myself. "Only thing missing is the music, Mozart's *Requiem* maybe."

The radio repeated its favorable forecast, "Sunshine, gentle breeze, an occasional cloud, a perfect day for outdoor activity."

We were rising to the crests and falling into the troughs of huge waves when another boat happened by. Seeing my distress, it came over and its skipper asked, "Do you want me to radio for a tow?"

"Yes, I think so," I replied dejectedly. After a short time I was told that a boat would be out shortly to tow me in. I thanked him and waited.

There were no tools onboard to cut the mast loose, so I lashed it to the side. When the towboat arrived they told me to cut the mast loose. I said I couldn't, so they threw me a line and took me in tow. A boy was stationed on the stern of the towboat to watch the towline.

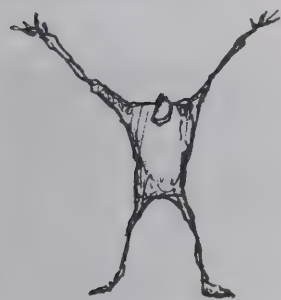
Suddenly he began screaming, "Shark, shark!" pointing past my stern. I looked back to see what looked like a giant fin chasing us. It was discovered later to be the bowsprit being dragged along behind the boat.



## SHARK

The towboat deposited me at the dock from which we had started, where a large crowd had gathered, I assumed, to greet and congratulate me.

"What did you do to my boat?" the old sea dog screamed. "I had a buyer for that boat. It was sold."



MY BOAT!



RAIN

"Well, all the pieces are here, he just has to put them together. You can charge him extra for the enjoyment he'll have messing about with it," I said.

He looked at me with murderous intent, failing to see the humor. The crowd undoubtedly thought it would be justifiable homicide.

So heed my advice seafarers. If you are ever foolish enough to sail another man's boat alone and things go badly, be prepared to go down with the damn thing. After the insurance is paid to the boat owner and your relatives, there will be a wonderful seaside memorial service with throngs of people you never knew standing in the rain (it usually rains on these occasions). Everyone will curse the cruel sea for your mishap, then happily forget that you ever existed.

Otherwise you'll have to report the stupid facts of the disaster and live the rest of your life in the shame and scorn of, "Oh, he's the one who sank so-and-so's boat." Believe me, it's best to perish (to a few bars of Mozart's *Requiem*).

It was mid-April, 1997. Granddaughter Guin was a high school senior making her annual spring break visit to Pages Creek. She enjoys sailing, scratching quahogs, and the water is usually up to 60degrees by then, warm enough for a little swimming.

The tide was high and there was a stiff NE breeze, so we decided to go for a sail in *Nutmeg* (simplified Bolger Featherwind design, aka, infamously, as the \$200 Sailboat). We hoisted the Sunfish rig and sailed away from the float. We had a great sail all over the creek.

When we decided to go in for lunch the wind had piped up a fair bit and was blowing dead on to the float. It didn't look feasible to strike the rig there. I decided to anchor, get sail off, and row in so I tossed my handcrafted stainless steel Danforth pattern anchor into the water and made ready to lower sail.

"Grandpa, we're drifting!" So we were; the bitter end of the anchor rode hadn't been made fast. (My young Navy diver roommate did a lot of diving trying to find it a few weeks later; he couldn't and my crabber friend opined that the drifting sand there probably covered it rapidly. I decided to put Guin ashore and made a quick pass by the float. Guin hopped out.

## Dummies Boating

(Not a Boating for Dummies how-to guide, but sort of a reverse how not-to)

By Dave Carnell

Then I sailed up wind and ran the bow onto a marsh island. I dropped the sail and was getting ready to lift out the mast. A really strong gust of wind hit, filled the sail, and swung the yard and boom against my back, knocking me over the side into the water. Relieved of my weight, the boat floated off into the current ebbing downstream at a good rate.

I can no longer climb over the side of that boat from the water, so there is a toehold cut in the rudder, but I had unshipped the rudder getting ready to row in. I hung onto the boat and called to Guin to call 911. She did that and reported they were on the way.

I had no life jacket, but was being buoyed some by air trapped inside my jacket. We were drifting fast and it was a long open expanse

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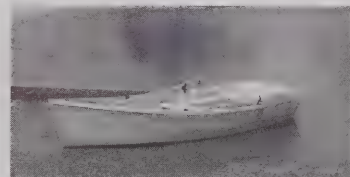
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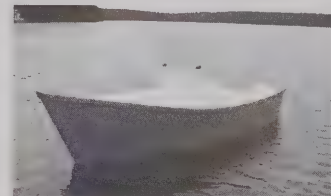
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down creek while there was a marsh island and shoal area not too far to starboard. Defying all the rules, I let go of the boat. I found I couldn't touch bottom and wondered how smart this latest maneuver was.

Fortunately, it wasn't but a few minutes until I got to where I could touch bottom. Friends Scott and Patty Rader were coming up the creek in their crabbing-clamming skiff. They came alongside and I was happy to fall into the bottom of their boat in the gurry and all. They deposited me on the float.

Neighbor Jim Skiba got his outboard underway and retrieved the boat from where it had brought up on a marsh island a good three quarters of a mile downstream.

No emergency people had arrived, so I went into the house and called 911 to tell them to abort the rescue effort. The operator asked how old I was and when I told her I was 76 and old enough to know better, she called off the rescue boat, but sent the paramedics on to give me an electrocardiogram.

The lessons are pretty obvious. Make the bitter end of the anchor rode fast. Always have a way to climb back into the boat. Don't let go of the boat, the waters aren't always forgiving. I now wear a lifejacket whenever I am in a boat.

Not far up the coast from Monterey, CA, upon a knoll, sits the Moss Landing Middle School. Next to the flagpole in the middle of the circular entrance a sailboat rests, blocked on its keel. You can see Monterey Bay when the fog lifts.

Here students learn about the water as a regular part of their education. Sixth graders learn to swim, seventh graders learn to sail, and eighth graders learn to kayak. Here Joe Tribulato works with students and builds boats. Joe retired from his Los Angeles accounting job (a supervisor in the Head Start Program) in 1992 and moved to Watsonville, CA, because of its nearness to the water. Then, inspired by Bolger, using Chapelle as a reference, and encouraged by newfound friends, Joe started studying designs and then shaping and joining wood. He adopted a philosophy of "just do it" and "learn from your mistakes." "Experience starts when you begin," he adds with a twinkle in his eye.

Over the past six years, a total of 29 small watercraft have been built by MLMS students. Some were built for the school or to raise funds for the Boat Works. Most were built for the students to keep. They are sailboats, kayaks, and solo double paddle canoes.

The boat school meets after school three times a week at the MLMS Boat Works in the old bus barn northeast of the school, just past the basketball courts. Up to six neophyte apprentice boatwrights, mostly sixth and seventh graders, participate at a time. Four students, however, have been found to be a more manageable number. Joe asks for the students to have tenacity and vision so they will stick with a project to the finish. Girls are invited to apply.

The school provides the space and a small (still promised) stipend. Materials (lauan ply, S3S spruce fascia board, fir, epoxy and paint) come mostly through donations. Joe, a minimalist, is on a constant crusade to simplify. "Sometimes when I can't sleep, I just spend the time dreaming up new, easier, and less expensive ways to do things," he says. A small table saw is the shop's only stationary power tool. Joe provides the others.

This year the program is building Le Petit Bateau, a 15' solo double paddle canoe. This is a very successful design and Joe's personal favorite. It evolved from Mike O'Brien's Six-Hour Canoe. Joe lengthened the boat, lowered the sheer, and changed a few details as the inspiration struck. A poster board model,

## Joe's Pretty Good Boats

By Dan Drath

"There are many ways to mess about in boats, all valid. My way gives me great satisfaction. I found a way to keep on building more good little boats."

Joe Tribulato



Joe Tribulato at the launching of six Le Petit Bateaux. Note the "boat seat" behind him. (W. White photo)

1/12th scale, sits on the workbench. The model was used to inspect the design in 3D and then define the shape of the panels as they would be cut out. Three Le Petite Bateaux were built this year.

Seating in his Le Petit Bateau is a good example of Joe's creativity. A resin patio chair with sawed-off legs provides backrest, armrests, and bottom ("only about \$5 each at the end of the season"). The cautionary on the plans is refreshing in this world driven by profit motives. It reads, "Free, may be copied. May not be sold."

While building provides enormous satisfaction to Joe, he says the ultimate moment is the trial in the water. Finding that "it works and seeing the kids and their families enjoy the fruits of our labors," is the ultimate satisfaction.

Next we might build a stretched Bolger/Payson Minimum Kayak. We did a 15-footer in 1999 that worked quite well.



Joe working with Adam and Enrique Gomez. The boat is a La Petite Bateau. Moments later a student runs into the shop with a boat part and asks, "Am I finished sanding?" Joe responds, "You tell me, it's yours." (Dan Drath photo)

The Class of 2000 launching at Pinto Lake. John Reynolds, Daniel Datlof, Joe T and John Wheelwright. (W. White photo)



Three La Petite Bateaux in identical colors. (Joe Tribulato photo)



Sometime back in the mid-'80s, Ken Bassett came to the Mystic Small Craft Workshop with an 18' pulling boat he had designed and built. It is one of the most elegant boats I have ever seen and I have long wanted to build one like it, but I don't have the skills to match Bassett's. After thinking about it for years, and with the advances in modern strip construction, I decided to give it a try and ordered a set of plans from *WoodenBoat*.

The original boat had a sliding seat rig and, since I prefer fixed seat rowing, different seats and outriggers had to be made. After drawing up several types of folding outriggers that would get the oarlocks in the right place and look right, I gave up and made them up with wood and epoxy. I usually row by myself, but when I have someone with me I can quickly remove the outriggers and seat and have another seat and riggers that go forward to properly trim the boat.

Construction is normal cedar strip except for the 1-1/4" thick cedar plank bottom. This

## Lovely Liz

By Myron Young

made things a lot stronger and planking easier, just run the planks across the bottom bevel and plane off. The round transom is 1x2" pine edge beveled and glued to an 18" radius. Watching the planking bevels take shape on this was worth all the time spent. The trim is black cherry because its color looks good on boats.

I thought it would be good to use water-based primers and paints, but a lot of time was spent trying to get them to work right and look good. It seems that no matter when or how they are applied, they are all just house paint no matter what it says on the can. I finally wound up with good old oil-based ZSpar paint and varnish.

The boat exceeded my expectations in every way. It does everything a good rowboat should. The long narrow bow cuts into wakes and waves and is shaped just right to keep

spray down and not pound in any sea I would care to be out in. When rowed hard the stern doesn't squat and rides level. The bottom has no rocker so it tracks well, this makes it a little slow to make sharp turns but I will take the trade-off.

Over the years I have tried most of the good rowboats, and I think for the way I use them this one is as good as any and looks as good as the best of them. There should be more of these. If anyone would like to try it, let's get together.

Myron Young, P.O. Box 635, Laurel, NY 11948, tel. (631) 298-4512.



I'm sure it's happened to you, perhaps at a wooden boat show, a maritime museum, or maybe even one day on the waterfront. Suddenly before you is a small boat of such elegance of line, such exquisite proportion and workmanship, that it takes your breath away. How could anyone actually use this boat, you ask yourself? Such boats are almost invariably of traditional construction, modern methods usually just don't have the levels of intricate detail to pull off this kind of appearance.

## 18' Pulling Boat, *Liz*

By Ken Bassett

In the hands of the right builder, *Liz* could be one of these boats. With all those steam-bent frames, copper rivets, and plank laps, she has lots to keep the eye busy. If her quarter knees and breasthook are shaped right and the optional curved transom carefully done, she'll melt the heart of even the most confirmed stitch-and-glue fanatic.

But *Liz*'s sliding rowing seat shows that this boat is really intended to be used. With her 16'6" waterline and hull weight of only about 125 pounds, you'll really be able to cover some territory. Her buoyant ends and reasonable beam will ensure that a little rough water will not send you back to shore.

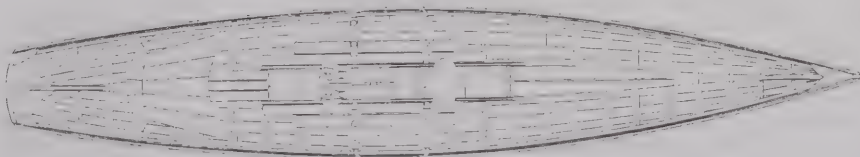
Of course, all this perfection comes at a price. Building *Liz* will not be a fast or easy job. It would be unrealistic to expect a perfect job from anything less than a well-experienced builder. On the other hand, even with a few mistakes, this would be a fun, rewarding boat to build and one that will be a pleasure to use.

The eight sheets of drawings include lines, construction, full-sized patterns for molds and transom, and plans for sliding seat and footrest. *WB* Plan No. 97, \$90.



### Particulars

LOA	18'
LWL	16'6"
Beam	3'1"
Draft	4"
Weight	about 125 lbs.



This past winter Anne and I decided to replace our stolen baidarkas with new ones. The old ones worked just fine but we have always had it in our minds to build shorter, lighter, less volume sea kayaks. This would be our chance.

A big problem we faced was health. Over the years I have become asthmatic and Anne has become allergic to curing epoxy. No problem with the product once set. So we had to divide the labors somewhat. Anne would draw and cut pieces and help stitch, but would leave so I could apply glue. My problem, even with a mask, is dust, but Anne can tolerate this.

To cut down on dust in the air is to cut down on all unnecessary sanding. We decided not to epoxy or tape the outside of the hulls at all. This is where almost all the dust comes from, fairing the hull by sanding and filling tape seams to a Cadillac finish. We opted for the "family pick-up truck" finish. No epoxy sealer you gasp!?? Are they out of their minds? Yes, but that is beside the point and has nothing to do with boat building...or does it?

With these design features in mind, we drew up a plan. The new boats would be just under 16'x22" in the beam. Same beam as the first boats but almost 2.5' shorter. They would also be 1" lower from the keel to the deck. Other improvements or changes would be made to suit our tastes.

Prototypes, the very term means experimentation.

We fit pieces together, looked it over, took it apart, re-cut and re-assembled the first hull several times. When it all fit correctly, we built the second hull in no time at all from these

## Boat Building for Sickos

By Ryerson Clark

patterns. We stitched and glued in the normal fashion on the inside, except we used two layers of tape per seam and a good fillet of thickened epoxy under them. On the outside we just took the edges off the joints and gave them a light sanding. The hulls (both) were faired beautifully in less than an hour.

Our reasoning for no epoxy on the outside was founded on research and, we hope, common sense. Since boats like this don't live in the water, why wouldn't a good paint seal them well enough? If any water that got through to the wood, no problem, it is wood with waterproof glue, any water would just dry out between uses. Remember, rot sets in when wood gets wet and is not allowed to dry. On the historical side, we know several boats that were constructed in this way in the 1960s before epoxy was commonly used. The fact we know these boats (built with marine ply) says a lot for the way they have lasted and are still used today.

When painting the boats we wanted to have a good paint layer because of the need to seal rather than just cover and color. We used good exterior enamel, in this case it was marine paint. We rolled on all the coats, the first coat was thinned 20% to really soak in. The next three coats we thinned about 5% and this covered the wood just about right. We were told the "proper" way to do this was to put thinned paint on in as many layers as neces-

sary until you cannot see the texture of the wood grain showing through.

On March 5th we test paddled them at Cole Harbour. They were more tender than past boats and didn't sit on their lines well (note from Anne, we now understand perfectly Fraser Howell's description of fearing the wake from a duck). We quickly moved to a heated pool (no ducks) to see what it would take to bring the bow down and the squatting stem up. The first thing to check is cockpit location. Was it too far back? As it turned out, it wasn't, or at least it wasn't the first problem to correct. The bows were too full and buoyant for the fine stern.

We brought them home, marked them off at our best guess to what "looked" right and cut a large section out of the bottom and sides forward of the aft bulkhead right to the bow. (Note from Anne, Ryerson makes this sound so matter-of-fact. The reality was that we agonized over this decision. We tried to think of every possible way to avoid the saw. The final decision was made when it was suggested that we put 50 or 60 pounds of ballast in the boats. Geez, these were supposed to be lighter than the first. Get the saw!!!!)

In this gaping hole we fitted plywood which is yet to be glued in place. This creates a flat bottom section replacing the deep "V" and we hope will solve the problem by letting the bow sit deeper in the water. It will also tame the tendency to pitch us out. What else will be needed, if anything, will be worked out as we go.

One step at a time.

Prototypes...the very term means experimentation.

First bender? No, not what you think. I am stone cold sober as I write this. I just finished bending the bow and stern stems onto the stem forms for my new double paddle canoe. This is the first time I have done any wood bending. Each stem consists of three 1/4" x 3/4" pieces of Douglas fir. Why did I choose fir? I didn't, it chose me. I was wandering through our homegrown equivalent of Home Depot (bigger and better than our local Home Depot) when I came across a perfectly straight grained clear piece of Douglas fir which I couldn't resist.

Though I could build the boat without an inner stem, it seemed like it would be worth learning how to do it, so I have been following the various threads on steam bending in the Kayak Building Bulletin Board ([www.kayakforum.com](http://www.kayakforum.com)) with great interest. Almost ordered the Lee Valley electric steam kettle, but figured I could cobble together something with stuff on hand. However, I had to buy my wife a new tea kettle before she would let me use the old one. Built the steam box out of some cedar fence boards. Used a PVC stepdown connector from the kettle to the high temp hose and then to PVC hose connectors in the steam box. Filled the kettle with water, turned on the camp stove and waited for the steam to build up and get the box hot.

## First Bender

By Chris Luneski

Unfortunately, once it started to steam, the plastic on the kettle shrunk and went flying off and the fitting to the box popped out. Steam everywhere, except in the steam box. After a few choice words, I turned off the stove and went inside to sulk.

I remembered some discussions about soaking and boiling, some having to do with wet towels and/or hair dryers, neither of which sounded too appealing. So, not wanting to admit defeat, I did a web search to see what I could find and came across an article by Pat Chapman of McFarland Lake Canoe Company ([www.geocities.com/nwwoodencanoe/Nwtips.htm](http://www.geocities.com/nwwoodencanoe/Nwtips.htm)). So I decided to try soaking/boiling before getting that electric kettle.

Totally misreading his instructions, I took a 4' length of an old 2-1/2" piece of black plastic pipe, plugged and sealed one end, and waited for the sealant to dry overnight. The next morning, with my clamps all set up and ready to go, I filled my wife's new tea kettle and heated it on the kitchen stove. It held just enough to fill the length of pipe. When the water boiled, I poured it into the pipe, put in a

stack of three strips held together with strapping tape with a weight attached to sink the wood, and sat back and waited about 20 minutes. When I went back to get the wood, there was evidence on the kitchen floor that I had not plugged and sealed the pipe as well as I had thought.

Decided to go ahead anyway, as not too much had leaked out, and ran the pipe out to where the forms were set up, dumped out the water and clamped one end of the stack to the form. Expecting failure, I was blown away by how easily the wood bent around the form as I added more clamps. It took about two or three minutes and it was all done. Went back and taped a couple of baggies around the "sealed" end of the pipe and repeated the process for the other stem. Nothing to do now except wait for the wood to dry and then glue up the two stacks.

Now for the question. What did I do wrong? I mean, the process was so fast and easy, and the results so good, I must have messed up somewhere because, given the amount of space devoted to wood bending on this board, it should have been very difficult and it shouldn't have turned out so well.

BTW, how long should I wait for the wood to dry?

Cheers, Chris Luneski

### "Boat Builder Not Guilty in Nudity Case"

Yes, that was the headline in the Chicago newspaper after my hearing in police court. Let me tell it to you as I told it to the judge. I had been building a 21' sloop at the Chicago Parks Department's indoor craft center where a dozen or so boats were being built. I had rubbed up against some wet epoxy. Driving home I felt a hot spot on my leg. I reached down to find a very sticky area on my pants. I knew what it was, curing epoxy. I knew that I had to get the pants off or wear them for the rest of my life. I pulled into a disabled vehicle area on the Outer Drive, hopped out, and took off the pants, which took some pulling to get them away from my skin.

As you might expect, a police car pulled in. Like a deer caught in the headlights, I stood necked from the waist down. (I was not wearing undershorts.) I was taken to the station and booked for indecent exposure. Released on my own recognizance, I was allowed to go home wearing a pair of prisoner pants (a \$25 deposit was required).

The night court judge dismissed the charges on the basis that it was the best excuse he had ever heard (being an amateur boat builder does have its rewards). However, it was noted that I had a previous ticket for "driving with obscured vision" when I had driven to the building center earlier with a 4x8 sheet of plywood tied to the top of my MGB (with the top up to be sure). This had all the lofting for the boat drawn on it. That was a \$50 ticket, and I had to follow the cops to the station where the plywood was impounded. Later I had this picked up by a trucking company and delivered to the building center (another \$100 added to the boat's building costs). Oh yes, the boat got built and did quite well in MORC racing at the Chicago Yacht Club.

Once again, some months later, I was arrested, along with two friends, for stealing a boat.

"The facts are, your honor," (I was becoming an expert at such matters) "that a friend built a Snipe sailboat in his third-floor apartment and we were simply lowering it out the window to a trailer in the alley." Yes, we had to remove the double window and its framework and lower the boat with a rope, but that's another story.

The judge pulled my file, found the other boat-related crimes, and dismissed the charges, but observed, "I have always wanted to build a boat, but if you are representative of amateur boat builders, I think not (lucky him)."

### Things Get Explosive

The next time I could have been a victim of the anti-boats court was when I helped build a ferro-cement boat at the first Annapolis in-water boat show. I knew ferro-cement was bad news. A lucky(?) ticket holder won the finished hull but never claimed it. So we had to get rid of it. The trouble with ferro-cement boats is that you can't take them apart, saw them up, or burn them. So we towed the hull out into Chesapeake Bay, set off five sticks of dynamite, and sank it. The USCG and ATF looked for the culprits, but never found us. I think the statute of limitations has run out on that one.

My next arrest was at the New York Boat Show. *Amateur Boat Building Magazine* (of which I was editor and publisher) had a booth. We displayed the magazine, plans, books, and an 8' dinghy. When the show closed, we threw

## Confessions of an Amateur Boat Builder

### My Life in Small Boat Crime

By Jim Betts

everything into the dinghy, carried it down four flights of stairs, and strapped it onto the top of my waiting car. Unfortunately, we had gone out a No Exit door which set off an alarm. The security guards and police came. In night court (again), we explained that we were simply trying to beat the union charges for exhibit removal. Little did we know that the guard and police were also unionized. The charges were dismissed by a judge who was something of a boating type.

### Driving the Getaway Car

My next arrest was for driving a lawyer friend's daughter's Blue-J from one boatyard to another. But you had to go a couple of blocks on a public street and the trailer had no license tag. I entered a guilty plea and paid a \$100 fine. Yes, the lawyer did pay this for me.

But my boat-related criminal record was building up, five arrests and one conviction. What the police call a "known offender."

### Crimes Against the State

Then things got worse. I have a USCG builder number. Though I am not (for now) actually building boats, I am prepared to do so. But the Coast Guard seems to share its records with the state of New Jersey, so I received a notice about the Right To Know Law. This has to do with company employees and local fire and police people knowing what hazardous chemicals are used in the workplace. The state requires you to pay a \$100 annual fee to rat on yourself. But I responded that I am actually not a boat builder and the only dangerous chemicals in my office are a bottle of rubber cement and a (larger) bottle of Scotch. Nonetheless, I was fined \$50 for failing to report plus the \$100 fee. My second conviction.

So, as long as I had to register, I decided to go ahead and build a boat. Now plywood is expensive these days, but just up the street they are building a new house and there is a lot of this just lying around at night...

If I'm going to get this off to the maga-

zine, I must stop now because the guard is coming to pick up today's outgoing mail.

### Confession time

It wasn't the mail pick-up, so I have time to confess to a few more crimes. I have used sawdust mixed with glue to fill, how shall we say, gaps. I use a big belt sander as a primary "fairing tool." I use ordinary house paint in place of the boat stuff. On boats of my own design, I have used bricks (call it ballast) to make them float on their lines. In the old days, designers poured oil into the water to find the waterline, but the EPA won't let you do that anymore. I have flown illegal sails while racing, and got caught and censured by the yacht club. In racing small boats, I have, when the wind died, leaned over the side and used a pie plate underwater as a paddle. While building a boat with two partners, I never let them see the tape measure because the boat was 2" longer on one side than the other.

### Opportunities are Out There

My latest idea for making money with a boat is to have about a 30-footer and paint on the sides "Shark Attack Study." I will anchor off popular beaches. The Chamber of Commerce will soon appear and ask me to move. For a reasonable donation to the "cause," I will simply move to another location. I think I can work my way around the world this way. You can also work the same areas over and over by simply changing your warnings: "AIDS Research," "Atomic Spill Area," "Smallpox Testing," "Mad Cow Disease" (only if it spreads to sea cows), etc.

Well, there are many opportunities in the boating area. I'd like for you to share your ideas with me. Please include your cell number.



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*Marcia* at rest.



*Marcia* under sail.



Ken Graff and Burrill Hansen with *Frontenac*.

Details of *Marcia*.



Details of *Marcia*.



## Boat Dollies (And the Boats They Dolly)

Henry Champagney's letter about his "Low-Tech Boat Dolly" that appears in the April 1, 2001 edition of *MAIB* stimulates me to send you pictures of similar "dollies" that I have recently built for two small boats.

One of the boats is a Glenn-L 12' power skiff named *Marcia* after my mother. In order to move the power skiff around easily, I made two wheels that could be attached to her transom with 1/4" bolts and wing nuts. I don't remember exactly where the wheels came from, perhaps from a discarded grocery cart. Forks for the wheels are made from 3/4" angle iron. The rig also includes a handle that can be lashed to the boat's bow. The resulting wheelbarrow-like arrangement works well. Once the boat is in the water, I remove the wheels and handle.

Carried away by building the power skiff, I added a centerboard, removable rudder, and gunter rig. Mr. Glen L. Witt, who graciously steered me through many aspects of the skiff's construction by telephone, resisted this variation on his design, but it works reasonably well. The boat can be sailed nicely by sitting on her bottom. It is my impression that the stitch-and-glue boat named *Bull's-Eye* that appears in the Glen-L catalog may have resulted from the conversations that Mr. Witt and I had about making *Marcia* sailable. My guess is that *Bull's-Eye*, whose hull is designed for sailing rather than power planing, sails beautifully. Power Skiff 12 certainly performs well with a 7.5 hp outboard.

The second boat was a minimal boat, designed primarily to row between two small islands in the St. Lawrence River. Since the islands are rocky, surrounded on several sides by rocky shoals, and one island has no dock, I needed a ferry that would take me and another person from one island to the other and wouldn't be critically damaged by running aground on sharp granite boulders. The result was *Frontenac*. *Frontenac* is about 8' long and 3' wide and will carry two people. She is made of 1/2" plywood that just bounces off rocks. Again, absorbed by the joys of designing and building, I tried to make her sailable and powerable (with a small outboard), but these variations are not inspiringly successful.

*Frontenac* likes best to be rowed slowly. To take *Frontenac* from her storage place to the water, I took the wheels off a golf cart, bolted them with their brackets to pieces of plywood, attached 1/4" bolts to the plywood pieces, and drilled holes in *Frontenac*'s transom to accept the bolts. Again, wing nuts secure the bolts inside. Two chrome handles make lifting and maneuvering the bow easier.

*Frontenac* is named after a side wheel ferry that, together with a companion ferry *Champion*, plied between Clayton, New York, and Gananoque, Ontario, until some years after the 1000 Islands Bridge connecting Canada and the United States was opened about 1938. That earlier *Frontenac* could carry about 20 cars as well as passengers and had a sonorous steam whistle that announced her arrival.

Bradford Lytle, 5729 S. Dorchester Ave., Chicago, IL 60637, tel: (773) 324-0654, fax: 773.324.6426, e-mail: blytle@igc.org.

### What is Bye Bye Barnacles?

Bye Bye Barnacles is a coating that goes on in place of bottom paint. It does all the good things that bottom paint does and eliminates many of its bad features.

### What bad features does it eliminate?

When Bye Bye Barnacles is properly applied, barnacles and growth will not adhere to it. Since these things are not able to attach, you will not have to sand your boat again to remove them. Bye Bye Barnacles contains no poisons. It is made up of food grade ingredients, which are not damaging to you or to the environment.

We are currently negotiating to export this product to the European Union, where laws are going into effect against all toxic bottom coatings on all vessels. In the United States, similar laws are under consideration. Because it goes on as a film and stays on, it does not slow your boat down.

### If Bye Bye Barnacles has no poisons, how can it work?

Barnacles cannot grow beyond their larval, free-floating, form if they cannot attach themselves to a solid object. BBB creates a smooth, slick surface that barnacles, algae, and grass cannot attach to.

### Why are you coming on the market now?

We have been testing Bye Bye Barnacles for three years. It was not released until we were satisfied that the product was effective.

### Why do you call it a coating instead of bottom paint?

Bye Bye Barnacles is not a paint. When you use a paint, putting more on gives extra protection. Putting on more BBB will not improve its characteristics. It only gives you a thicker coating. BBB is so thin that it can go places where bottom paint cannot.

### Where can Bye Bye Barnacles go that bottom paint cannot?

Bye Bye Barnacles is compatible with transducers as well as inside water-cooled hardware such as marine air conditioners and engines. It can go anywhere that there is a

## FAQ Sheet About Bye Bye Barnacles

through-hull connection. Bye Bye Barnacle can be flushed through heat exchangers because it applies so thin that heat transfer is not a problem. By the same token, BBB does not break down at the temperatures developed in these heat exchangers. It can also be put on the inside of engine exhaust pipes to prevent growth there.

Bye Bye Barnacles is compatible with the paints used on lower units on outdrives and outboards. We advise people to remove the strainers from the water intake, then squirt BBB up into the water intake.

### Can Bye Bye Barnacles stand up to the abuse that running gear would give it?

Yes. We have found that the same coating that works on hulls is effective on all metalwork under the hull. This includes propellers, shafts, struts, rudders, and trim tabs. Bye Bye Barnacles is flexible and can also go on reinforced hoses.

### Someone told me that Bye Bye Barnacles can make my boat go faster. Is this true?

We don't know. We have had verbal reports that a large vessel with Bye Bye Barnacles on its bottom and metalwork uses fewer turns to achieve normal cruising speed, but we cannot verify this. It may be a subjective statement.

### What else can Bye Bye Barnacles do that no other bottom coating does?

If your boat scrapes bottom and you have not damaged your running gear, you can re-apply Bye Bye Barnacles without hauling the boat. All you have to do is impregnate a sponge with BBB and wipe it on the scraped area. Let the boat sit for an hour or two to allow the BBB to set up. You can then use the boat normally. Because BBB will not have had a chance to set up in the air, you will have to recoat the area several times over the course of the season to maintain the coating.

### How many gallons will I need for my boat?

With Bye Bye Barnacles, you don't buy gallons, you buy quarts. One quart of Bye Bye Barnacles will cover the bottom of a 22' boat along with all its metalwork and toughhulls. For larger boats, that figure translates to about 200 square feet. A 40' boat with about 10' of beam will use 2 quarts with some left over.

### How do I apply Bye Bye Barnacles?

Bye Bye Barnacles can be sprayed on, brushed on, rolled on, or wiped on. Unless you intend to take your through-hull assemblies apart, spraying is the most effective means of application for hard-to-reach areas. Remember, Bye Bye Barnacles never dries. Bye Bye Barnacles forms a semi-liquid film, which repels barnacles and all other marine organisms.

### Instructions for Bye Bye Barnacles

Make sure the surface to which you are applying Bye Bye Barnacles is free of oil, wax, silicone, loose paint chips, crustaceans, dust, or other lubricants.

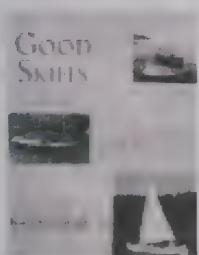
If the surface has been previously painted, do a small patch test to the surface. If no blistering or flaking occurs within 24 hours, the two materials are compatible and Bye Bye Barnacles can be applied over the old coating.

If the boat is of caulked wood, make sure that you test a portion of the seam compound to make sure that it is compatible with Bye Bye Barnacles. Again, if no blistering, creeping, or flaking occurs within 24 hours, Bye Bye Barnacles is compatible. Test all bedded objects such as transducers and through-hull fittings to make sure that the bedding compound is compatible with Bye Bye Barnacles.

Once you have made sure that Bye Bye Barnacle is compatible with your boat, simply make sure that the surface is clean. Then you can apply Bye Bye Barnacles onto your hull or metal parts with a brush, spray (when spraying, use face mask), or roller and allow to set for 24-48 hours. If you are applying Bye Bye Barnacles to new metal or fiberglass, you do not need to sand the surface. Cleanliness is enough.

Bye Bye Barnacles is washable with soap or a mild alkaline cleaning solution.

## Good Skiffs



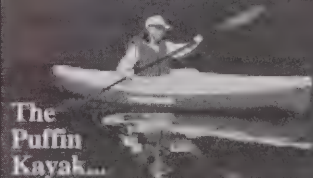
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About the only differences in the bows of the boats I build are to adjust the fullness to suit the situation and to round off the toe of the forefoot a little more than I normally do if the boat has to go on a trailer so it will get on the stern roller easier. If the boat is going to run light all the time I will sharpen the bow up a little bit, and if it is a very small boat built for fresh water, I'll sharpen it even more, but for a seaboat meant to carry a load or a sail, I like a full bow.

By that I mean the shape of the thing, not the actual cutwater. A wide, almost vertical cutwater will throw the most irritating little spit of water on you when the conditions don't otherwise warrant any spray at all. Five-eighths half-oval is too wide. Three-eighths half-round will work, but I now make all my stem bands out of 5/16" bronze rod let into a little cove and through-bolted into tapped holes from inside the boat. The shape of the rest of the boat needs to suit the duty, too, like the deadrise.

I told you to begin with that this is all just my opinion and my experience is sort of narrowly focused. I'll narrowly focus on the negative things about the deadrise situation of some planing boat designs first and get it over with. There is no such thing as a good, small deep "V" boat. Even big ones are inefficient and unseaworthy when it is too rough for them to keep planing. I think they are so unstable they are dangerous when it is very rough, particularly those with great big outboard motors perched up on that little thing on the transom. I feel like a boat sticking up that high in the air with that much top hamper and sunk down deep in the water by all that topheaviness needs to be ballasted, but that's just me.

I ain't crazy about boats that have a sort of a one-piece, reverse deadrise catamaran shape to them either. Such a boat reaches its maximum stability when it is flat upside down. They also draw too much water and have to have too much non-boat structure to hold all that together and that makes them heavy. In order to keep the connecting structure high enough to clear most of the waves, the whole boat has to stick up too far into the wind to suit me, but if they aren't high enough to clear the waves with that inverted "V" in the middle,

## Small Boat Design Part 2

By Robb White

they'll pound you so bad that you'll have to wear a boxer's mouthpiece, a jockey strap, and a sports bra. They also look funny when they are upside down with the outboard motor foot sticking up like that.

A regular non-exotic planing boat like I build needs to keep the deadrise pretty sharp back far enough to let the passage of the boat plane the chop down gradually so it won't pound in average conditions, but that deadrise has to flatten out back by the stern to make the boat efficient and seaworthy. By "flatten out" I don't mean flat. Even the flat run of a planing boat needs a little athwartship convexity to make it strong. You don't have to have a big, wide, fat, stern like is so popular with these production monsters that have those big, wide, fat motors on them.

If you have a little engine you can, and ought to, have a fairly narrow boat with a fairly narrow stern (say less than 6' beam for a 16-footer) that will make it row well and you know how I feel about that. I'll interject another little tidbit right here. I think an outboard planing skiff needs to be at least 16' long. Anything shorter than that reaches hull speed before it planes off. That makes a big stern wave sucking to the transom and a big bow wave for the boat to have to climb, so there is a good range of speed at which a short hull is inefficient and impractical, just the speed you need to run a lot of the time when it is rough, an unseaworthy condition.

A nice, light, narrow 16-footer makes the transition from running as a displacement boat to planing so subtly that you have to lean over the stern to be able to tell when it happens, and that's a seaworthy way for a boat to act. I harp on planing skiffs because, no matter how much I would love to get away from these damned motors, I find myself sitting in front of one most of the time I am in a boat. There is a good reason that almost all the small commercial boats at work in the world are planing

skiffs, and it is funny how none of those working skiffs ever look like production-line, wide-assed play boats.

Before I get into rowboats and sailboats, let me clean up the whole rest of the planing skiff possibilities. With the advent of plastic boats that have to come out of a mould, the topside style has become flat or even concave-sided with flare all the way from bow to stern. That shape has nothing to do with the sea or the structure of the boat. It is simply that a hull like that is easier to get out of the mould.

As I said, the best shape for strength and seaworthiness is rounded, convex in all three dimensions. Nature has kind of manipulated seagoing creatures into that shape. You don't see much flat or concave in the shapes of fish, except for pogies (alewives) and like these production-line, fairweather, heavy, fiberglass boats, pogies ain't much fish. I like to see nothing but round curves along the side of my boat, even if the run of the bilge is pretty straight from the middle to the transom to facilitate planing. I like to pull the rails in at the top for a little tumblehome to give a little curve not only to the topsides aft, but to the rails themselves.

Curved rails are stronger than straight and sheer clamps and rails are just about the most stressed structural members of an open boat, particularly an open boat that doesn't have a bunch of thwarts weighing it down. With epoxy glued open rails with the sheer clamp spaced out a good distance from the inside of the sheer strake, with plenty of spacer blocks (watch out to avoid any finger traps) and a good, strong breasthook and quarter knees, it is possible to eliminate thwarts completely from an outboard motor boat without making it weak. Might as well pull in a little tumblehome back aft to strengthen the boat without adding any weight at all.

Speaking of useless weight, before you buy two gallons of pour-in foam, heft those two expensive cans and then read on the label how many cubic feet are in there. A motor boat needs flotation but ain't no sense in building in a big, heavy block of suspicion. Build you a nice watertight (yeah, right) box under the stern seat and don't forget the access port so you can reach in and dry out the water that

gets in there. A little wood boat with no engine doesn't need any special flotation. You have to carry the cursed PFDs anyway (if you are in the waters of the USA) so tie them in the boat.

The hull of a planing skiff needs to be designed so that it runs with the bow down, just about in the water, at cruising speed or else the boat will steer wild and pound. You know, if you are only running on the flat third of the boat, you might as well be running a flat-bottomed boat. There are a lot of things you can do to get that bow down so the gradual deadrise gradient you so carefully built into the bottom of the boat can do its job of getting the water ready for the passage of that flat stern section. The easiest thing is to tilt the engine down so the propeller thrust sort of picks the stern up. You can add those little birdtail-looking lifting doodads to the cavitation plate of the motor, too, but since that's just something else dragging in the water it's a ridiculous thing to do.

There are two things we do. One is to actually build a slight hook into the bottom of the boat just before the transom and the other is to lay up about a 3/8" thick fiberglass wedge right along the bottom of the transom (called a "throwdown") to lift the stern. Both of those things work well and that thick fiberglass right at the stern protects the planking at that vulnerable place. Anything you can do to make the stern turn loose of the water easier when the boat begins to plane will help the situation. Even the slightest roundness along the bottom edge of the transom will pull about half its radius worth of water when it ought to turn completely loose. File that fiberglass wedge off square at the corner and try not to drag it up on your toenail when you have to rattle the boat off the flats.

Displacement boats, whew, I never realized how much important stuff I knew before. Except for the bow shape, this is a whole different situation, not nearly as simple as a boat that runs along on a flat place it tried to make on top of the water sort of like a bulldozer riding on its little iron wheels on the private, iron road that it laid down for itself. Which, unlike a planing boat, a bulldozer will coast much better than would seem likely at first glance, kind of like a displacement boat. A displacement boat doesn't try to make the water do what it wants it to do, it has to sit down in there with it and take what comes along, and a good one is a very efficient and seaworthy thing indeed.

The old rules still apply and I will skip the intricacies about calculating hull speed and all that and just dive right into the naked facts, as I invented them.

The first thing is that the deadrise of a displacement boat needs to suit the situation. If the boat is going to run light most of the time, with the weight in the middle, something like a straight-up rowboat or a double paddle rig, or a little sailboat, you can carry a good deadrise all the way from bow to stern. The resulting easy (don't say "slack") turn of the bilge keeps the boat sitting narrow on the water so it will push easy.

There is no doubt that such a shape is faster than a hard-bilged boat of the same displacement with the same propulsion effort. I believe that any abrupt change in deadrise slows the boat. There is no way you can avoid a quick change in the garboard strakes up by the stem and still get a bow full enough to be

seaworthy, but a rowboat with all the weight in the middle can carry a sharper bow than either a motorboat or a sailboat so you just have to do what you think you can get away with up there.

It is back by the stern that it is easy to get too cute and slow the boat. One of the best examples of an improvement that can be made in the stern of a boat is with a Whitehall style rowboat. The way they were built was with the transom way out of the water so that when they were running light, the waterline shape was like a very fine sterned double-ender, but they seldom ran light on the job.

What they did was haul a bunch of sailors with a bunch of money in their pockets from the ship to the cathouse and then pick up a backload of broke drunks to take back to the ship. That's the reason the transom is up there so high, built for the duty, cute don't enter into it at all. A Whitehall skiff is made to run loaded and if the transom was any lower, it would drag worse than if all those passed out sailors were dragging their arms in the water, which they wouldn't do if I was the one pulling the oars. Dang, I do wander off the subject, don't I? I think it is a symptom of working too much.

The high transom of a Whitehall makes the deadrise of the bottom change from sharp in the bow to sort of flat amidships and then back to sharp in the stern. I believe a boat that keeps about the same deadrise as the middle frame all the way to the transom is faster if it is running light. Of course, you have to get it right so that the apex of the transom is right at the waterline when the boat is doing what it was built to do, and I always look a prospective owner over when I build a rowboat so I can eyeball the height of the transom after I eyeball the size of his (or hers, I like a wide stern).

Such a stern configuration diminishes pitching in a rowboat, too, and pitching is a bad thing. When the rower makes the stroke, he pushes the bow down and when he makes the recovery, it is the stern that takes both the weight and the inertia of the movement of the mass of his body. A sliding seat rig really makes a sharp sterned boat pitch. The best way to minimize pitching is to make the boat about 30' long, but if you can't do that, the next best thing is to keep the transom kind of wide down close to the water like the bow so it will have enough displacement to resist pitching.

What I think happens to make pitching so detrimental is that when the bow takes its dive, that enhances the effort of the boat in its creation of a bow wave and when the stern does its dip, that makes the stern wave bigger and the law (that's nature's law this time, not one of my bogus notions) says that if you increase the amplitude of a wave, the wavelength must increase also, so the net result is that pitching makes a displacement boat act like it has reached hull speed before it actually has.

All that just about used up all my spare brains so I am going to have to hit my favorite kind of boat, little sailboats, which I can do by heart: What I like in a sailboat is something very small and light and extremely seaworthy, fast and weatherly, capable of beating to windward in any weather except a dead calm. I like to be able to instantly snatch the whole rig out of the hole and stow it all the way inside the boat, when one of these, sure-enough, rapid-fire, rip-snorter thunderstorms we have down here in the Gulf of Mexico outruns me so I can cower down in

the bottom of the boat under the sail and shiver with terror in the driving rain and hide from the lightning and just let little *Satisfactory* take care of both of us.

Those things are the basics but there are some other little details. One is that I don't like weather helm. If you have to hold the tiller over hard to keep the boat from rounding up, you are applying drag on the boat's progress at least equal to the force the tiller is putting on you. But, if a little, light boat is balanced to sail with a free rudder, it sometimes doesn't want to come about into a sharp head chop.

If the boat is small enough, you can usually ooch far enough forward to put her down by the head enough to pull the center of lateral resistance forward and make her swing through, but sometimes, like when the head chop has put a good bit of water in the boat and you really need to come about right now, putting her down by the head ain't such a good idea. I used to use a little one-hand paddle ("cheater") but now I am a strong advocate of the pivoting daggerboard set up so that the tip swings forward from its neutral position about three feet. That'll whip her right on around, don't even need to use the rudder most times.



If you hang out some places, you are liable to hear an endless discussion around the armchairs about the relative merits of daggerboards vs. centerboards in all their possible variations (except possibly the pivoting daggerboard which is still pretty much unknown around yacht clubs). If you enter that discussion on the wrong side in the wrong kind of place, you'll be lucky to get out with all your front teeth.

So from the isolation of my hideout, I dare write these words and, like our remarkably tolerant (don't say "indiscriminate") editor and the Lake Titicaca furor, I do not want to hear any further debate on this matter. I'll put it to you simply. A daggerboard is better than a centerboard for any boat small enough so that it is easy to snatch out of the hole. There are a bunch of reasons. First, the old bugaboo of tearing the bottom out of the boat by running aground has been knocked dead by ep

oxy. We did the experiments and even with a daggerboard case only 1/8" thick, only supported by the two sawn frames at either end, the boat could be thrown onto its side and swamped when run aground on hard sand without any damage (no need for a thwart and that is good because, ain't nothing more useless or in the way than a seat in the middle of a minimum sized sailboat unless it is a cleat). I bet rocks would have busted the daggerboard but I try not to hit rocks.

A long, narrow, hydrodynamic daggerboard is a better fin in the water than an oblique centerboard. A daggerboard does not change the center of lateral resistance as it is raised or lowered like a centerboard does,

which as it is let down, first gives a lee helm and then weather helm the further down it goes, just exactly backwards to what you want. A daggerboard can be fitted to completely close up its slot and a slot in the bottom of the boat makes a lot of drag. The big, long case of a centerboard takes up all the sitting room in the bottom of a little boat but it is easy to straddle a little daggerboard case sticking up all by itself, no pennant cleat to catch by the ass of your britches when you swap sides either.

All those things are important, but the main thing is that a centerboard made heavy enough to sink and its big, long case is a very heavy thing. The daggerboard (that's a pivot-

ing daggerboard) and its case in our 12' felucca *Bullet* weighs 14 oz. and the case is only 10" wide, of course, it is almost 2" thick to accommodate the pivoting arrangement. I could have gotten away with about 3/4" of case thickness if I had made the common fixed-pitch board. And, no, I ain't going to explain the pivoting feature. You got to have something to do for yourself or you won't feel like you have accomplished anything and that will hurt your self-esteem and despite what all these educators say all the time, some people ain't got no business with any of that, you got to earn it or it don't count. I got to get on to something else. I feel a little centerboard daggerboard hysteria coming on.

(To Be Continued)



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## Big-Deal "Rescue Minor" Construction Update

By Robb White

It is going slow, slower than any boat I have built in year, even slower than the felucca "Bullet" which spent a lot of the time hanging from the ceiling while I built some paying boats (well that depends). I have the hull complete and framed out... etched in stone. I did the difficult fiberglass job inside and am working on the outside right now. It is going to turn out good.

I have been using a hint of a shot of that 3M 77 spray contact cement to hold the fabric straight. That's a good trick. I did the experiments and if you don't put too much on, it is perfectly compatible with epoxy. Normally I sheathe bare, hot wood and just keep feeding and heating until I get a uniform saturation but the epoxy sort of dissolves the contact cement and lets the cloth turn loose and get wrong while I am re-spreading, so I have done a complete epoxy coating job first and am sheathing over that so I only have to make one pass with the squeegee. The cloth has, so far stayed right.

The old boat looks good to me. I especially like the way that Seabright skiff box keel made it easy for me to eyeball-force my kind of bow to turn out right. You know I like a very full, convex sided bow with a very abrupt, very low, hollow forefoot. This one almost has a Mackinaw look to it. I can't wait to see how

it does in the water.

The stern looks good too. You know I like tumblehome on a planing skiff, not just for aesthetics, but it strengthens the otherwise flat, straight sides with a little convexity. Since this is an inboard boat with no heavy old man and sacrificial machinery way back in the very stern, I sort of minimized all that by an extremity of tumblehome... almost like a draketail. The turn of the bilge back aft is so hard (about 2-1/4" radius at the knuckle of the transom) that it looks like the leading edge of an airplane wing.

As y'all probably have figured out, I am not actually much of an innovator of boat design. I just fudge an eyeball copy of the work of some genius a little bit where I think my method will let me do what he would have done if he had had what I got to work with.... and didn't have to think about the squawks of some boogered up builder. I wish the Atkins could see this thing. They might be watching for all I know. Sometimes I think I feel somebody breathing down my neck. I hope they don't send some television angel down here to put the quietus on my ass before I can get it to the water.

Which... I think I'll go to the coast. I'm tired of fooling with epoxy and fiberglass.

More later...

**"Well, another day of messing  
about in boats, fun wasn't it!"**

With thanks to Barry Donahue





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## Bolger on Design

### Topaz Update Design #650

31'4" length overall  
 7'4" breadth over rub moldings  
 8-10" hull draft loaded  
 22-24" with motor lower unit lowered

We published an account of the Topaz design in Vol. 16 No. 5 of *MAIB*, July 15, 1998. She was a custom design intended for day trips and overnight cruises in Long Island Sound and neighboring waters. She was designed as an affordable (to build and operate) "picnic boat." She had to be home buildable by an experienced amateur, trailerable with a fairly modest rig, able to cope with moderately rough water, with a high enough cruising speed (high teens) to range fairly widely in a day or a weekend.

Her comparatively narrow bottom of 6' allows her to ride well between the wheels of a single-axle trailer behind a moderate tractor vehicle capable of towing boat, gear, and trailer of around 3500 pounds max altogether, readily offered more range to jump cruising territories every weekend. Being this narrow will make her bulk much less daunting than 31' would suggest for an overall lower silhouette and trailer-cum-boat length of 33' (by 96" beam) to stay within legal limits on civilian plates in Massachusetts at least.

As often happens, the client who commissioned the design did not get it done, or has not so far, but somebody else picked it up; in this case Bradford Raby of Bellaire, Michigan, who built her very quickly and neatly. His photos show her planing nicely, not at all hindered by the narrowed stem which allows her also to look elegant and be efficient at no-wake speed. Mr. Raby has a 75 hp Honda on her and reports a speed over 20 mph.. He was impressed by her gentle wake at all speeds, which allows her to get around faster in restricted waters than boats that can outrun her in the open.

He's of opinion that the 75 is more power than she needs for his purposes, good to hear this practical sober assessment for a change, in such contrast to more-hp-is-better sales pitches. Anybody shooting for more speed than low 20s with whatever power plant would not have our blessings without a serious testing program of this light, narrow, and simple hull shape. We gave it 75hp as the maximum power she should have, and drew a 50 hp Yamaha T-50 high-thrust on the plans (we have one of these on our Shivaree and like it very much).

We judge that she will cruise at 12-14 knots with this, at a low enough rpm to take advantage of the four-stroke's good reduced speed economy and gentle purr, and top out in the high teens. With the 75 we burned about one gallon per hour including fast hull speed, planing, and a lot of slow work.

Mr. Raby says that she maneuvers well and is smooth and steady in choppy water. She's sensitive to transverse weight placement, with a marked heel if several people gather on one side; not surprising with her 6' wide bottom and sharp ends. The bottom breadth was chosen to allow her to be hauled up low between the wheels of her road trailer, and he comments on how easy he found launching and hauling her.

Since the bottom is 1" thick plywood plus the watertight double bottom forward, for security in beaching and driftwood encounter, keeping it narrow also kept the overall trailer weight down. In her original glasshouse cruiser version she seems to float close to the designed 2500 pounds dry.

A complaint was that with the motor partly tilted to get over a shallow place, the tucked-in stern prevented it from being swung to steer her. He modified the stern for more clearance, and we've marked on the plans one limited option of dealing with this issue while sticking to the plans. On the other hand, compared to most, if not all, boats in her size requiring 24" of water to not drag, her lower unit does not seem to us to be a serious limitation. The prop still will tilt straight up as designed, and in shallower waters than that you can either power her straight ahead on tilted running motor or just momentum, or you get the boat hook out to pole her around a corner a two.

After all, her hull draft is only around 8"-10" depending on load and, in our costly experience, driving any such craft through calf-deep water with outboard pushing and steering tilted up will still risk spoiling the prop, as we did last summer pumping marsh mud with just enough invisible pebbles. Finally, since the engine's cooling water pick-up does for reliability's sake depend on being reasonably well submerged in solid water, Topaz's super shallow hull draft puts any

motor of that size already closer to vertical than on most other deeper hull shapes.

In those, in order to immerse the prop deep enough below keel line for bite, the power head ends up so low that it can almost be swamped just by getting off the throttle too quickly. In those cases, the outboard will indeed work tilted quite far up and the deep hull may well be the first to touch bottom. Topaz's unusual configuration changes the geometric constraints and thus the shallow water handling practices.

Our hope that boats of such proportions as this will eventually supercede the brutal, over-styled floating SUVs of the current fashion gets some encouragement from the reception Raby says he gets. "I would estimate that well over a couple of hundred people shouted compliments as to how beautiful the boat was. Ranging from 'there should be more boats like this on Torch Lake' to 'where can I get a boat like that?' Many, many others just waved wildly and gave thumbs up. Quite a number wanted to know what year the boat was or suggested that it must be a restored antique. It was fun to admit that it is a year-2000 design. I thought only older folks would like the design. Ain't true, the kids came up and admired as well as complimented.

What a response to the design! One of my guests told her son to stop by our boat when he was on the lake. Her instructions were, 'just look for the classiest boat on Torch Lake.' He jet-skied directly to our boat having never seen it before. This is a beautiful boat to own and a great way to draw attention if you are into that sort of thing. Of course, I had my equally beautiful wife in a bikini on the front to help..."

Congratulations on a job well done, done fast, and the boat being used to maximum effect. Brad Raby expressed willingness to do more copies of her.

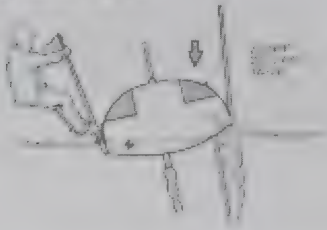
Next issue we'll discuss Topaz Spyder, an open day boat version of this light cruiser. Plans of Topaz, our Design #650 (including the open version #650-2), are available for \$250 to build one boat, sent Priority Mail rolled in a tube, from Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930.



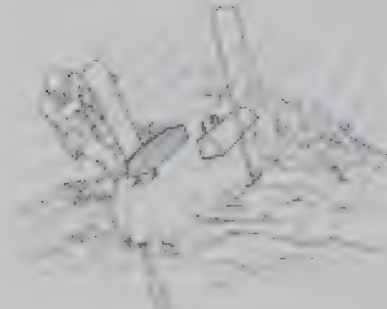
## Getting Unstuck

Water ballast can present problems in certain situations. If *Squeak* capsized to an upside down position while using water ballast, it would be possible for the boat to be stuck in that position. To make the problem worse, once *Squeak* is upside down the boat will be harder, if not impossible, to right due to the added weight of the water ballast. Stephen now not only has to lift the weight of *Squeak's* hull, but also the weight of the water ballast. (Note that *Squeak* as designed could be righted by one person, one advantage to some unballasted boats is this can be done.)

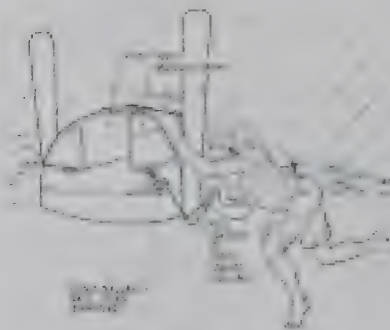
Figure 1: Getting Unstuck



This sketch shows that Stephen might not be able to lever against the weight of the water ballast marked A. The water tanks in these illustrations are shown larger than they would actually be, they have been drawn this way for clarity.



If we are able to dump one side of the ballast, then Stephen can easily right the boat. The shaded side marked A in the sketch indicates a full tank, the side that is not shaded marked B has now been emptied. Dumping one side of the water in the opposite tank makes it possible to right the boat, actually easier than with no ballast at all.



The sketch shows how *Squeak* can be modified to allow dumping of the ballast tank. The tanks again are shown larger than they would really be for clarity. A rope is attached to the water ballast cover (a pry off type cover not a threaded one). Attached to the end of this rope is a handle. A pull on that handle will

## Capsize, a Study of an Adventure

By Don Elliott

### Introduction

This is Part 6 of a series of articles which began in the March 1 issue which will be an interactive study of a small boat adventure, an analysis of events described in Chapter 12 of Stephen Ladd's book *Three Years in a 12' Boat*. Each article will include a question or questions for interested readers to consider answers. Suggested answers will be included in the following articles.

The purpose of this series is to look at the problems facing people who go off adventuring in small boats. Stephen's boat was self-designed and self-built. Was it designed correctly for the conditions it might face? That question is the focus of this study, to look at not only Stephen's boat but also design aspects of all boats used for such adventures.

Safety of the boat and its crew must be the very first thing any small boat designer must consider when he designs a boat.

release the water from that tank.

No matter what the circumstance, if *Squeak* were upside down, Stephen would have to exit the cabin. Upon exiting the boat he would swim to the side of the boat that has the dump release handle. Applying a strong pull to that handle, his action would dump the water ballast on that side. He then would swim to the opposite side of the boat and lever the boat upright. After that he should bail out the cockpit. He should refill the water ballast tank and reinstall the cover and then hope he isn't capsized again. Will he actually have to do this?

Questions: What could be used to make *Squeak* difficult to capsize? Which of the following would be best to use to accomplish this: sponsons, more water ballast, internal flotation, mast flotation? If you selected an item from the above list, how would it be employed? Will making *Squeak* more difficult to capsize create other problems?

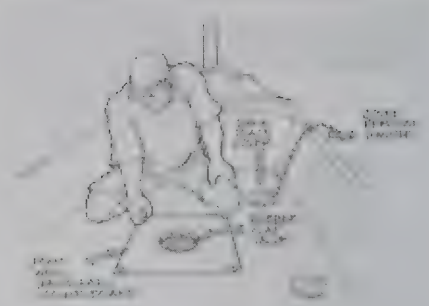
### Hard to Go Over

Boats the size of *Squeak* can be capsized. Our approach here is to make it more difficult for whatever is trying to cause that capsize.

As you have seen, a great deal of work will be created if a boat fails to recover from a knockdown or capsize, so making the boat difficult to capsize is definitely worthwhile.

There are many ways to make capsizing difficult. One easy way is to simply flood the boat with water. This is an old method and has been used often in storms. You simply sink the boat a little in the water, the added weight holds the boat down on the water. Flooding an area of a boat is safe as long as it's controlled.

*Squeak* will be modified with a flooding system that can work in two ways. Look at following sketch.



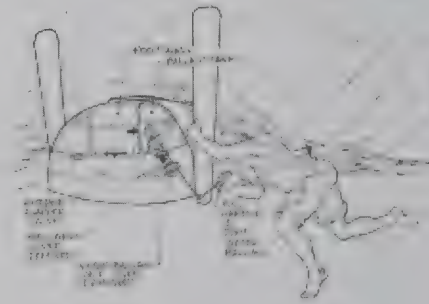
A cover has been made to seal the foot well, it can be removed and stored when not in use. A rubber flapper valve in the cover allows water to enter but not to exit. The reason is we don't want to lose that water in a knock down.

In the case of a heavy downpour the flapper valve allows water to enter the foot well automatically, it has a piece of wood bonded to it. That wood will float and seal the opening in the foot well cover.

The foot well area is fairly large. A rough estimate would be that it could hold about 200 pounds of water. That weight along with the other water ballast should keep *Squeak* on its feet in most situations.

If *Squeak* were unlucky enough to end up upside down (now unlikely), it might be necessary to jettison the footwell and ballast, that is, if the boat didn't right itself.

If it got stuck in the inverted position, then the water ballast and the footwell water would have to be dumped in order to right the boat. A cover is added to the side of the foot well to allow draining. A pull on the same handle that was used to dump the water ballast tank will also empty the foot well.



Note: *Squeak's* hull has been cut away in the sketch to show what's going on. It would then be possible to now to right *Squeak* using Stephen's body weight.



Now *Squeak* is fully recovered and will be able to press on.

Note: The operation shown requiring the tanks to be dumped manually is simply to show what must be done, actually the whole thing could be designed to be fully automatic.

Questions: Is water ballast useful to small boats in general? What is the benefit of an empty water ballast tank? What methods are used to fill and empty water ballast tanks?

### What Could be Better?

From the past articles on water ballast, can we safely say that water ballast benefits small cruising boats? The answer has to be without any doubt. Is it useful for other small boats? The answer to that has to be yes it would. Not only does it add stability to the boat, it also allows the boat to carry its way in chop due to the added weight of the water ballast.

Getting used to having it on board requires a period of adjustment. The question always in your mind is how and when to use it. When should it be filled and when should you empty it? We'll answer those questions after we study the usefulness and nature of those tanks.

When the tanks are empty they have the added benefit of providing additional buoyancy. Air is a better flotation even than foam. Air tanks or air bags are not approved for flotation devices, and this strikes me as odd. Is it a question of a possibility of a puncture? Large naval ships use air tanks all the time. Submarines rely on them totally. Kayaks and canoes use them. With the materials and methods of construction available today, this is really a dated concept. I see no possibility, what-

soever, of *Paradox*'s tanks being punctured if that's the worry. Life jackets have recently gone to inflatable ones, will this old idea on the use of air tanks for buoyancy eventually change? It's lighter and doesn't cost a penny. But why have water ballast if you aren't going to use it. *Paradox* has a 20-gallon water tank. I rarely fill it for day sailing, so it stays empty most of the time. It is providing additional emergency flotation when not in use.

However, for cruising the tanks stay filled. What happens when you use up the water for drinking or cooking? *Paradox* has a rainwater catchments system that refills the tanks. What would happen if there is no rain and you have to have that ballast? Dave Bolduc answered that for me, he said to simply replace the water ballast with stones. Of course, if you don't like that idea, you could use seawater.

How do you fill and empty those tanks? For small tanks such as *Squeak*'s you can simply use a folding water container and after you fill the small tanks, you blow that folding container up with air and you now have some flotation, which you can store anywhere. Or, if you like, you can refill that container with more fresh water.

If you have a water ballast boat, where do you fill the tanks? Some larger water ballast boats simply have a valve that you open at launch, which fills the tank; after the tank is full you close the valve.



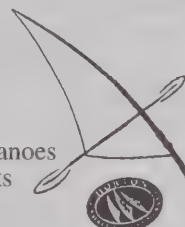
Another method is to use a hose if one is available at the boat ramp. If it's not, you can go to a marina or private dock to fill the tank from their tap. And if nothing else is available at the docks there's always the bucket and walking to a source, good exercise.

The water ballast tanks on small boats such as *Squeak* aren't that big and filling and emptying them should be a snap.

Questions: What effect does flooding have on a boat? What measures can be taken to prevent flooding? Name a few ways that flooding can or might occur.

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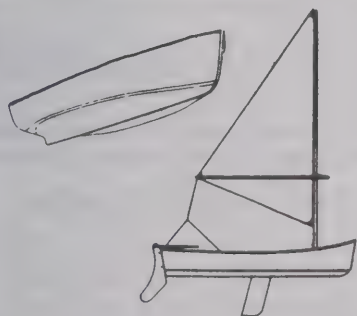
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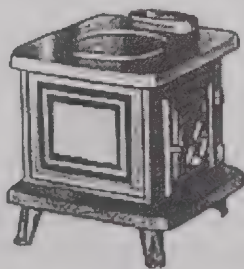


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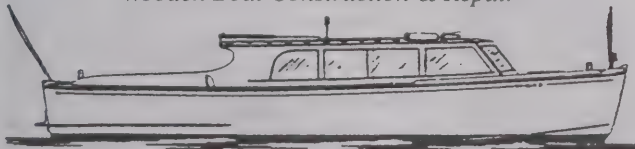
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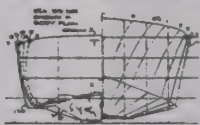
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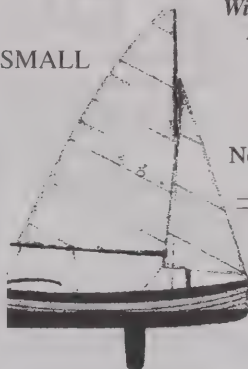


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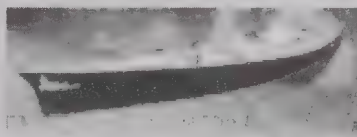
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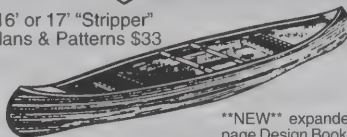
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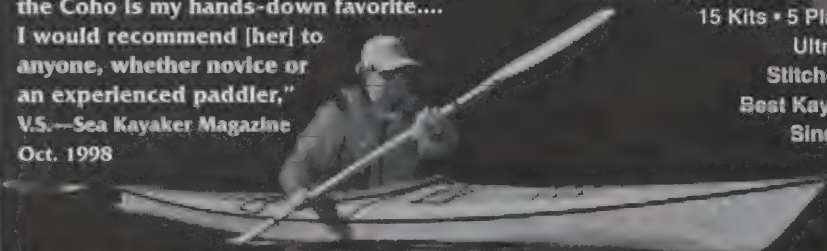
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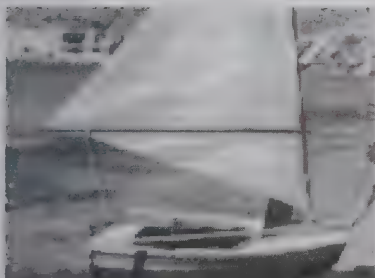
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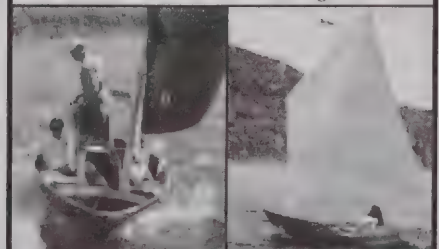
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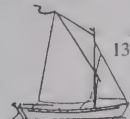
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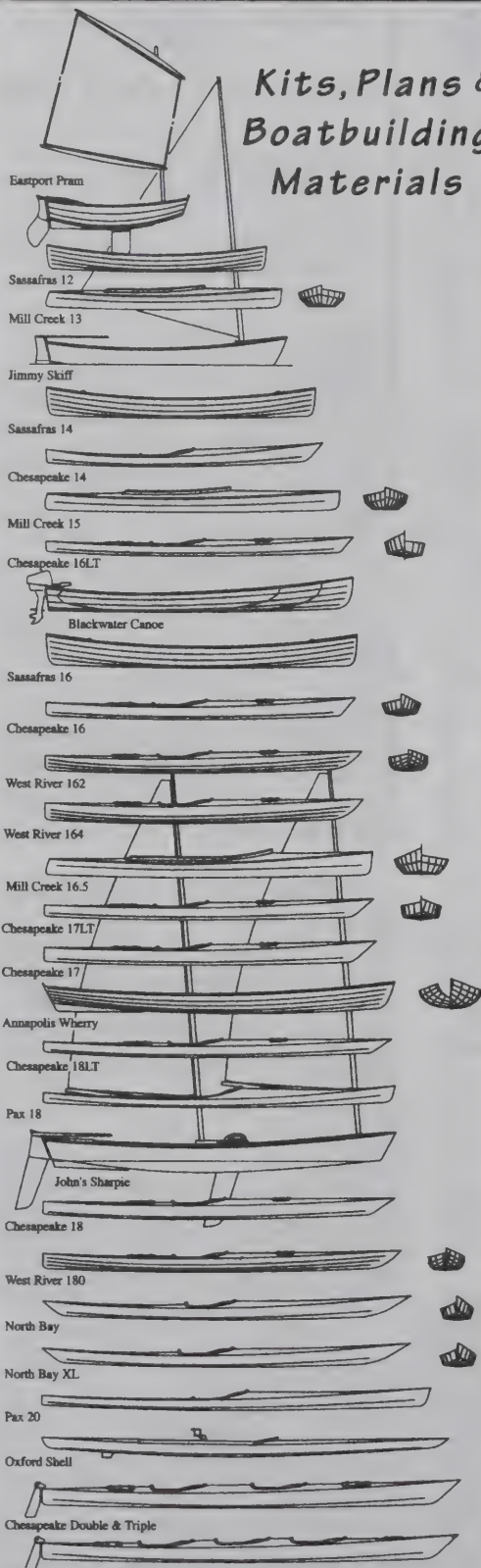
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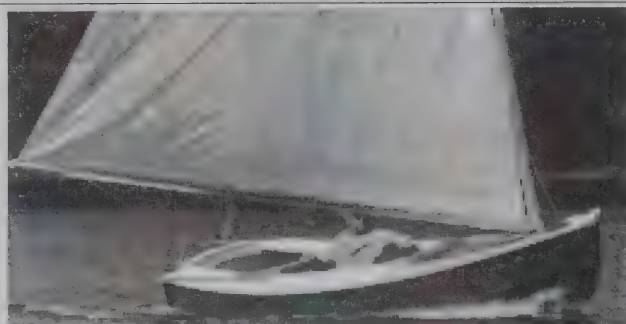
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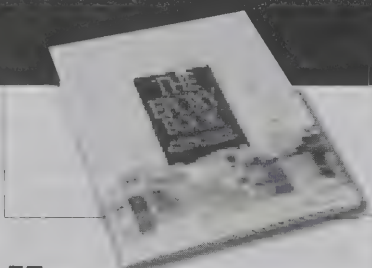
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RAINER KERN, Rosenberg, TX, (281) 342-2692, <bubba6@evl.net> (04)

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BILL LAMBOT, Old Lyme, CT, (860) 434-0722 home, (8600 236-9998 x 28 work. (03)

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DENNIS CAPRIO, Greenwich, CT, (203) 552-1761 before 9pm, <yachtde@aol.com> (03)

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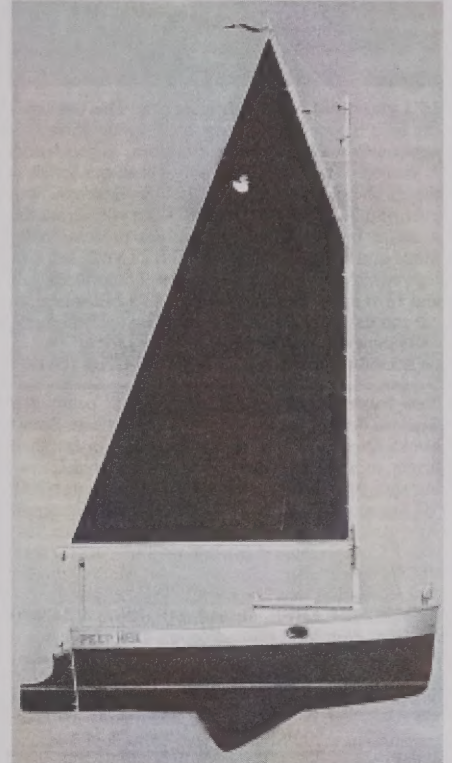
**Beau is For Sale**, 29' loa, 26' lod, Laurent Giles designed cutter. Highly modified & customized Westerly Centaur w/full size double berth aft, Yamaha 9.9, new sails, Autohelm 4000, GPS, propane stove. 3 RT Chesapeake-Bahamas, 1 RT Chesapeake-Canada. Biggest small boat around. Trailerable, compl turnkey. Comparable to P.S. Dana or Norse 27. \$17,000.  
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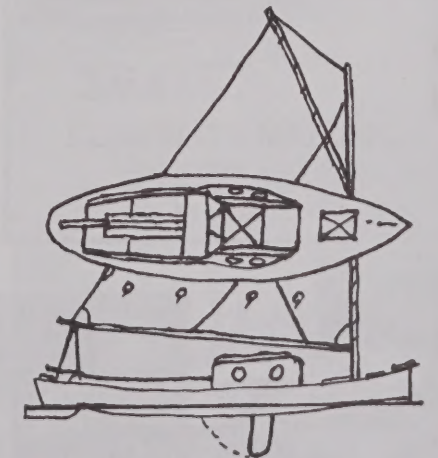
**21' Shell**, like new, rowed only a few times. Little River, Cambridge model. Compl & ready for the water, \$1750.  
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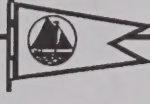
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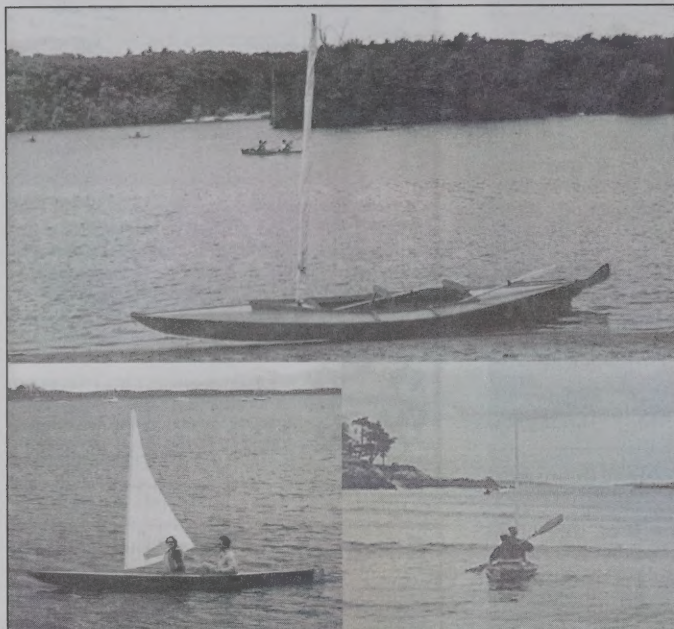


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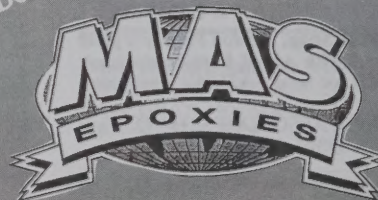
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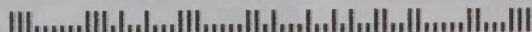
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